

ROSEBURG NEWS-REVIEW

DOUGLAS COUNTY



WEATHER

Yesterday — 87
at night — 54
Tuesday, fair.

Consolidation of The Evening News and The Roseburg Review.

36, OF ROSEBURG REVIEW.

ROSEBURG, OREGON, MONDAY, AUGUST 7, 1922.

VOL. XI, No. 32, OF THE EVENING NEWS.

SHOPMEN AND RAILROADS ASKED TO LEAVE DISPUTE WITH U. S. LABOR BOARD

President Harding Appeals to Both Factions in Nation-Wide Strike to Submit Question of Seniority Rights to Arbitration—Urges Strikers Return to Work.

(By United Press.)
WASHINGTON, Aug. 7.—In a new move today to end the strike among all employees, President Harding proposed that the seniority question, which is now the chief obstacle in the way of settlement of the difficulty, be submitted to the federal railroad labor board for determination. The president also made an ardent plea to the striking shopmen, asking them to return to work pending a decision on this issue. He also appealed to the railway heads to take the striking men back, leaving the seniority question to be decided by the government labor board. This new plan for ending the strike was personally communicated to Bert Jewell, leader of the shopmen, at a conference in the White House this morning, and immediately after the president telephoned the same suggestions to Dewitt Cuyler, chairman of the Associated Railroad Executives, who is in New York. President prepares statement.

(By United Press.)
WASHINGTON, Aug. 7.—President Harding is preparing a statement to give to the country concerning the difficult situation caused by the rail strike and made more menacing to industry by the coal miners' strike, according to information given to senators today by Senator Cummings, of Iowa, following a White House visit.

(By Associated Press.)
JOLIET, Ill., Aug. 7.—Special Agent Philip Reitz, of the Joliet and Eastern railroad, and an unknown striker are being held by Sheriff James Newkirk in Joliet, following a disturbance between striking shopmen and strikebreakers. The riots began this morning at the railroad yards, and authorities may ask for state troops to settle the disturbance.

(By United Press.)
JOLIET, Ill., Aug. 7.—Two men were killed and a third seriously injured in riots at the Joliet and Eastern railroad shops today. The rioting started when striking shopmen attempted to prevent strikebreakers from going to work.

(By United Press.)
CLEVELAND, Aug. 7.—Sufficient damage is represented here today to make the final conference a complete success. The J. M. Taylor, one of the most powerful of the Ohio conservative operators, told the United Press today. The big question has been whether there was enough operators to make any agreement signed today effective on hastening an end to the coal strike. Miners and operators were jovial, meeting each other cordially as the meeting opened.

(By Associated Press.)
WASHINGTON, Aug. 7.—President Harding today called upon the striking shopmen to return to their work and requested that the railways assign places for the men, and asked both workmen and carriers submit the disputed question of seniority rights to the federal labor board.

(By Associated Press.)
NEW YORK, Aug. 7.—Chairman of the eastern conference of railroad presidents, this afternoon called a meeting of the rail executives to convene at 4 o'clock this afternoon. This action was taken immediately after Lawrence received word of President Harding's action in endeavoring to settle the strike. It is expected that the attitude of the railways toward the new suggestion of the president will be defined at this meeting.

(By Associated Press.)
CLEVELAND, Aug. 7.—The miners' and operators' conference here today has been postponed until Wednesday.

(By Associated Press.)
BIG MEETING OF ALL RAILROAD MEN TONIGHT

H. J. Norton, vice-international representative of the shopmen, will address a mass meeting of all railroad men at the Moose Hall at 8 o'clock tonight. All railroad men and their families are invited to attend.

to allow additional coal operators to participate.

Protest Armed Guards.

CINCINNATI, Aug. 5.—Heads of four railroad unions not on strike were invited to participate in a conference to be arranged with President Harding to protest against the use of armed guards in shops and yards. The invitations were sent to E. J. Manion of the telegraphers; E. F. Grabbie of the maintenance of way men; D. W. Helt of the signalmen of North America, and J. G. Luhrs of the American Train Dispatchers association.

Mr. Fitzgerald, president of the clerks and station helpers, in making the invitation public through the Associated Press said he had asked for a conference with the president Monday to lay before him all the details of the situation.

The text of the telegram sent to President Harding is as follows:

"We seek a conference to lay before you the necessity of taking some action, if that be possible, to prevent further fatalities to our membership on account of defective equipment and armed guards in shops and yards. We have several concrete instances where our members not on strike have lost their lives while in performance of their usual and regular duties."

"Unless armed guards are withdrawn from railroad shops and yards," Mr. Fitzgerald said in a statement issued with the telegram, "we will be compelled to advise our members not on strike to remain away from their usual places of employment until their safety can be assured."

Mr. Fitzgerald stated that he "was receiving daily protests from our members against the use of armed guards in shops and yards who endanger the lives of our members." He said that "in many yards our men have to work with defective equipment which in one case has caused the death of one of our members. In his statement Mr. Fitzgerald asserted that "two more of our members, neither of whom was on strike, lost their lives where armed guards were employed, by the accidental discharge of weapons."

Telegrams also were sent by Mr. Fitzgerald to Warren S. Stone, head of the brotherhood of locomotive engineers, and B. M. Jewell, head of the railway employees department of the American Federation of Labor, stating that the representatives of the five organizations would hold a conference at the brotherhood of railway clerks headquarters in Washington Tuesday at noon.

Mr. Fitzgerald stated that an effort would be made to hold the conference with the president also on Tuesday.

Unfavorable Action Seen.

(By Associated Press.)
WASHINGTON, Aug. 7.—Shopmen leaders here met in a two-hour session this afternoon to consider President Harding's proposal for ending the strike, and then transferred the conference to the International Association of Machinists' headquarters, where they were joined by representatives of the "Big Four." Strike leaders are plainly showing dissatisfaction with the new plan, and are deliberating whether to take final and immediate action on acceptance or rejection of the proposal, or to leave the decision to the general strike committee at Chicago.

Rail Heads Will Meet.

(By Associated Press.)
NEW YORK, Aug. 7. (A. P.)—The heads of 148 railway companies who last week rejected Harding's first program for a settlement of the strike, will probably be asked to reconvene within four days to consider the new plan suggested by the president.

Big Benefit Ball Tomorrow Night

A big attendance is expected at the benefit ball sponsored by the striking railroad shopmen at the Armory Tuesday night. Hundreds of tickets have been sold and the committees are still at work canvassing the city. A fine seven-piece orchestra has been engaged to furnish the dance music and the Douglas county concert band will start their hour's concert promptly at eight p. m. The railroad men are making all plans to show the dancers and spectators a good time tomorrow night and they should be accorded good patronage.

Mrs. Anna M. Wilson, who resides near Roseburg, spent today here visiting with friends and shopping.

RAILWAY ENGINEER RAN BY SIGNALS, IS CLAIM

ST. LOUIS, Aug. 7. (United Press.)—A formal probe was begun today by officials of the Missouri Pacific railroad into the fatal wreck at Sulphur Springs, south of this city yesterday, when 37 lives were lost and 140 injured. John Cannon, assistant general manager of the railroad, claims that Matt Glenn, the dead engineer of the Texas Express, which crashed into a local train while the latter was taking water, ran by the signal set against him.

IRISH REBELS WRECK OCEAN CABLE STATION

(By United Press.)
LONDON, Aug. 7.—Irish insurgents wrecked the commercial cable station at Waterville, Ireland, putting five American cables out of commission today. This action cuts off Ireland, France, Germany and northern Europe from communication with the United States, so far as this company is concerned.

Defeated Democrat Breaks in Recount

(By United Press.)
PORTLAND, Aug. 7.—A recount of the votes cast in Multnomah county in the May republican primaries was temporarily halted this morning while the judges considered the petition of Will E. Purdy, defeated democratic gubernatorial candidate, who alleged desertion of democrats to the republican party in the primary vote, thus losing to him considerable support.

Premiers Search for Way Out of Trouble

(By United Press.)
LONDON, Aug. 7.—The premiers of France, Belgium, England and Italy went into conference here today to discover a solution to the situation caused by the financial chaos in Europe. The premiers are frankly pessimistic as to results of the conference. The situation, it is believed depends upon granting an extended moratorium to Germany and deferring payments of reparations. France is unwilling to allow anything but a short time moratorium, which England declares would help the situation but little. A discussion of war debts among the allies themselves will also be discussed at the meeting beginning today.

Boy on Bicycle Struck By Auto

Hugo Moffit, young boy of this city, was badly injured yesterday afternoon on the Pacific highway near Shady Point when he was struck by an auto driven by tourists. The boy was riding a bicycle and was coasting down a hill when he lost his head. A truck was coming up the hill and behind it was the tourist car. The boy stopped suddenly, not seeing the auto and started to turn to recover his hat. The tourist car struck him and shoved him along the pavement for a short distance. Had it not been for the bicycle the car would have passed over his body but the wheel acted as a sled. The side of his face was badly scratched and his body was bruised. He was given medical attention by Dr. E. B. Stewart. The tourist was allowed to go when it was shown that no blame could be placed on him for the accident.

Former Roseburg Pastor Dies

Word has been received here of the death in Portland last Friday, of the Rev. John Atkinson Townsend, Presbyterian pastor, who died suddenly at his residence in Portland. Rev. Townsend was at one time pastor of the Roseburg Presbyterian church, and with his family had a host of friends in this city who are grieved to hear of his death.

Dr. Townsend died of heart disease. He was born January 1, 1849, in Ireland. He formerly was pastor of the Presbyterian church at Turner, and later Independence, Newport and Roseburg. In Portland he was in charge of the Presbyterian churches at Millard avenue and later at Arbor Lodge.

He is survived by his widow, two daughters and two sons, Miss Aileen Ina Townsend and Miss Mary Elizabeth Townsend, and John G. Townsend, of Portland, and Dr. C. Ross Townsend, of Amity.

Mr. and Mrs. Ben Shields returned Saturday night from a five-weeks' auto trip through California. They visited relatives of Mr. Shields in Eureka and Ukiah, and then continued to Oakland, where they visited Mrs. Shields' daughter, Mrs. A. R. Garner. They report a delightful trip.

ENGINEER BLAMED FOR BAD WRECK

Fast Train Passed Block Signals Unheeded Say Investigators.

THIRTY EIGHT KILLED

Over 130 Injured, Many in Critical Condition—All of Bodies Have Been Recovered From Debris—Injured in Hospitals.

ST. LOUIS, Aug. 6.—Thirty-eight dead and 137 injured, 25 critically, was the toll taken by the rear-end collision of two Missouri Pacific trains at Sulphur Springs early Saturday night, a check-up revealed today.

Most of the dead and injured were brought to St. Louis, where the latter filled the various hospitals of the city.

Failure of the engineer of train No. 4, the fast passenger steel train which crashed into No. 32, the local standing on the track, to heed a block signal was the cause of the disaster, according to John Cannon, assistant general manager of the road.

Signal Not Noticed.
The block signal, warning that the track was not clear ahead, was unnoticed by Matt Glenn of St. Louis, engineer of the fast train, according to Cannon. Glenn, 57 years old and engineer for 37 years without a black mark against his record, jumped from his cab just before the crash and was killed. Edward Tyler, also of St. Louis, fireman of No. 4, remained at his post and was seriously injured.

Officials of the road declared that the block signals were working properly, and were set against the approaching No. 4. The inference, therefore, is that Engineer Glenn of the limited, should have brought his train to a stop. Two o'clock this morning saw the last body recovered. With bobbing lanterns a compact group of men came down the track to the little station bearing on a litter the blanketed inert figure of the last victim to be found in the splintered wreck.

Clearing of Debris Begun.

Work was then started on clearing up the debris, and when the sun came up beyond the broad sweep of the Mississippi it was well underway. From the front of the engine of No. 4 was pulled one of the two coaches of the accommodation, which was little damaged. Next came a compressed base of splinters wedged against the nose of the engine, which had once been a railway car. As the wreckage was loosened the sticks of wood and tangled steel beams of the frame dropped down.

Scattered trucks, which had carried cars, were assembled. The four coaches of the accommodation train, which had been knocked from the trestle and the embankment, were picked up. The baggage car of the limited train, whose steel sides had bulged from the compression of the blow, was drawn from its precarious perch on the trestle over Glaze creek and practically fell to pieces as it was pulled away. By 3 o'clock this afternoon only piles of splintered wood were left to tell the story of the catastrophe.

NORTHCLIFFE SAID TO BE SINKING RAPIDLY

(By Associated Press.)
LONDON, Aug. 7. (United Press.)—Physicians in attendance at the bedside of Viscount Northcliffe, whose illness has puzzled the medical fraternity for several weeks, reported their distinguished patient to be sinking rapidly. His condition is said to be "very grave."

Monster Circus Not To Appear In City

Word was received here Saturday to the effect that the Ringling Bros., Barnum and Bailey circus, scheduled to appear in Roseburg on August 26th, will not stop here but will make a jump from Salem to Chico, California. This latest change in dates was made necessary on account of the time required to make the clearance at the Canadian border. The dates were jumped one ahead, thus bringing the circus into Salem on Saturday, August 26th, the date it was to have appeared here. The town substituted north was Bellingham, Washington. People in this section are badly disappointed on account of the change as they had hoped to have an opportunity to see the biggest circus organization in the world.

POLICE LOOKING FOR PORTLAND CAR DEALER

(By United Press.)
PORTLAND, Aug. 7.—J. C. Osler, used car dealer, sought by the police as an alleged accomplice in the reported defalcations from the Lumbermen's Trust Co. bank here of over \$24,000 during the last two years, is still at large this afternoon, despite all efforts of the Burns detective agency and the Aetna insurance Co. to locate him. Earl Patterson, accused as principal in the alleged theft while teller of the bank, is held under \$10,000 bail. He is said to have confessed to the charge.

STEAMER COLLIDES WITH DOCK AT PUGET SOUND

(By Associated Press.)
SEATTLE, Aug. 7.—The steamer H. P. Alexander of the Admiral Line, running from Seattle to San Francisco, crashed into the Coke dock off Quillayute river, near Cape Flattery, last night. The impact tore a hole in the forward port, but though leaking slowly the ship proceeded under her own power toward Port Under, where she expected to arrive at 10 o'clock.

PORTLAND HAS FIFTY THOUSAND DOLLAR FIRE

(By Associated Press.)
PORTLAND, Aug. 7.—A fifty thousand dollar fire occurred early this morning in the block bounded by East Sixth, East Seventh, East Clay and Hawthorne avenues, which destroyed the Hawthorne stables, three frame houses badly damaged the Wayside Garage and adjacent apartment houses. Other buildings near were set afire by the heat, but were saved by prompt action of the fire department. The East Side vulcanizing works was badly damaged before the fire fighters were able to stop the flames. The fire, believed to be of incendiary origin, was discovered by a passerby, who awoke the night watchman. The watchman remembered having been awakened fifteen minutes earlier by two prowlers who were seen running away, and this fact connected with the odor of gasoline led him to believe they set the fire. Four alarms were turned in, bringing apparatus from both the east and west sides.

DOUGLAS COUNTY PRISONER IS ACCUSED OF MURDER

THE DALLAS, Aug. 7.—Physicians here are analyzing the blood stains on an automobile tire shipped to Sheriff Chrisman from Roseburg. The spots are declared to be of human origin and may furnish a valuable clue to the identity of the murderer of the man whose body was found in the Columbia river near Celilo, June 29. The tire was found in the possession of J. C. Kingman when he was arrested at Roseburg, and word from that city stated that a handbag belonging to W. H. McHaley, formerly of Dufur, but now of Portland, was also carried by the prisoner. Information received in the case to date has been fragmentary, Sheriff Chrisman said, and he may go to Roseburg to continue the investigation.

That his suitcase, containing barber tools, some money and papers valuable to him, was stolen from his automobile at Dufur on June 21, was the statement Saturday night of William H. McHaley, formerly of Dufur, who now lives at No. 1754 East Thirteenth street, Sellwood. McHaley said he was not advised of the fact that his suitcase was one of the four found in the possession of J. C. Kingman until he was told so Saturday by a detective, who called to investigate the Portland aspects of the case.

McHaley said he did not know Kingman but had followed his automobile for some distance out of Dufur, where he lost it in the sandhills.

"All I know of the murder at The Dalles was what I have read in the newspapers," McHaley said. "I have been told that everything is in the grip that was in it when it was stolen."

Deputy United States Marshall Frank Snow arrived here Saturday, expecting to take Kingman back with him. He was unable to obtain his release here, however, and the hearing has been set for August 15 in this city. Attorney Carl Wimberly will represent the accused in the case of the alleged burglary of the Willbur Southern Pacific station. The local officers do not believe that Kingman is connected with The Dalles' murder, but are continuing the investigation.

All local ball fans and supporters of the home team are urged to be at the Lawrence real estate office at 8:30 o'clock tonight to meet with the Douglas County Concert band regarding the proposed Labor day celebration in this city. This is an important meeting, and a big attendance is expected.

SOCIETY IS ORGANIZED TO PREVENT THE LOSS OF LIFE CAUSED BY AUTO ACCIDENTS

Plans and Purposes of Organization Explained By Its Founder—Wanton Waste of Human Life Would Be Halted According to Ideal of Writer—Good Idea.

PREVENT WASTE OF LIFE

A third as many Americans were killed by automobiles in 1920 as died in battle during the World war, while non-fatal automobile accidents totalled 500,000 for that year. A new organization has been formed to prevent such wanton waste of human life. Its founder, Dr. Franklin D. Lawson, tells here of its purposes.—The Editor.

By DR. FRANKLIN D. LAWSON, Founder Society for the Prevention of Accidents. (Written for the International News Service.)

NEW YORK, Aug. 7.—As we of this society regard it, education and also an awakening of the moral sense of responsibility throughout the United States are the only means by which the immense toll of dead and injured by avoidable accidents, which take place yearly, can be reduced, there is no expectation that accidents can be entirely averted. The deal from automobile accidents in this country in 1920 are given as 15,000 and the accidents from the same cause in 500,000, in round numbers. It is for the purpose of checking the conditions which made such a record possible and from every other source that this society has been organized.

There can be no question that life can be made safer if the public will only give its moral and physical support to a movement which is intended to benefit everyone. The slaughter which occurs every year by accident in the United States is possible of reduction to a comparatively small percentage, but this can only be accomplished if the public itself will aid.

Will Educate Public.

There is no expectation on our part that we can do the impossible or change conditions overnight. What we have in view here is to educate the public mind to a point where everyone instinctively will do what

ever may be possible to avoid accidents to themselves or their fellow-beings. In this warfare work we seek to interest everybody.

We hear a good deal about "safety week," and that movement is an excellent one, but that comes around only once each year—one week out of fifty-two. What becomes of the other fifty-one? That is just the trouble. A spurt of one week when, as a matter of fact, there should be no let-up in work of this kind.

Of course, neither we nor any other reasonable person expect that, no matter how careful, accidents may be entirely averted. But have you thought of what might be done to avert accidents throughout the country and which could be done but which is not? Every day we read of accidents that involve either death or injury, or both, which might easily have been avoided if only caution had been exercised. Ask yourself honestly if this is not true.

Individual Aid Necessary.

Well, if this be so, why should not advantage be taken of the fact and people everywhere be brought to realize what may be accomplished by the individual aid of men and women everywhere? Could there be any stronger plea for co-operation with friend and stranger?

We seek to inform people of the dangers which threaten them in various forms almost every hour of the day and night and that they in turn, like good Samaritans and sensible human beings, warn others of the care and caution needed to avoid those dangers. In the great majority of cases accidents are due to carelessness or heedlessness. These can and should be avoided.

The power of this movement will lie in numbers.

In this work there will be no great buildings erected or plans formulated involving great expense. Our funds will be devoted to actual work along the lines provided for in our articles of incorporation. If we can save 100 lives each year we shall count our money well-invested.

Children's Band Leaves For Home

One of the nicest groups of children that has ever been entertained in Roseburg was the unanimous verdict this morning when the Children's Home band, of Des Moines, Washington, and their leader, "Daddy" Draper, smiled their good-byes and departed on the home trip. They had planned to go south to southern Oregon and into northern California, but the turn-up condition of the roads and the bad detours influenced them to return home from Roseburg. They expect to arrive home about September 1, in time for the opening of the public schools.

The children are well-behaved, well-dressed, intelligent and good musicians. In fact, everything that a small child should be, and they are all very fond of "Daddy." Mr. Draper has devoted his life to music and children, and is teaching them all a useful trade as well as to love music, and their studies. They visited at many homes while in Roseburg, and many mothers expressed the desire to add them to their flock. They played and sang at the Christian church last night.

The band played several selections this morning before leaving, and also played three selections especially for the News-Review force. Mr. Draper stated it was a "Thank You serenade, in appreciation of the kindness of the News-Review." The band will be welcomed back if they return next year.

WEST VIRGINIA WOMAN OWNS A SINGING CHICK

(International News Service.)
SHEPHERDSTOWN, W. Va., Aug. 7.—Mr. and Mrs. Robert Levett, residing near here, have a little chicken that sings. The chick was caught in a trap and had its leg broken. The fracture was splinted, and the chicken was kept by itself. During this period of separation the chick was very attentive to the birds around it, with the result that it has acquired a sweet little trill, with distinctive bird notes.