



Our Weather Man
CLOUDY TONIGHT & TUESDAY

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ANTHRACITE MINES CLOSE AT MIDNIGHT

158,000 Men, Practically 100 Per Cent of Union, Will Cease Work

REJECT ARBITRATION

8,000 Stay in Plants For Maintenance — 10,000 Railway Workers Are Affected

(Associated Press Leased Wire.) PHILADELPHIA, Aug. 31.—Anthracite mining in Northeastern Pennsylvania will stop at midnight by order of the United Mine Workers. The strike of twelve marks expiration of the two-year contract of 158,000 workers who have been unable to agree with the mine owners upon its renewal and who decline to work until some renewal is negotiated.

The walkout will place a virtual padlock upon 828 mines in ten counties. It will involve, in addition to the bulk of the miners, another army of their dependents.

The full number of those dependent upon the mines, and for whom bread winning accordingly stops, is put at 500,000. About 8,000 maintenance men will remain in the pits by mutual agreement to prevent flooding and to attend their general upkeep. They will be assessed a day's pay every two weeks for the union's emergency fund.

Something like 10,000 railroad men employed in handling of coal shipments and in shoring and car repair work will probably be thrown out of work.

The suspension will be practically 100 per cent effective. The region has been thoroughly organized by the union and the handful of men who have permitted its members to associate with despite the lack of union buttons is expected to quit as well.

Union officials contemplate no picketing and the owners, so far as can be learned, plan no imports of non-union help.

At many mines contract miners quit work Saturday after blowing down enough coal to keep their laborers occupied for the remainder of the contract. Many heavy tools have been removed by the men and stored against such time as a new contract is signed.

Yesterday at special meetings held by most of the 325 union officials, the union suspension order was read.

The miners are demanding a ten per cent increase in tonnage rates, \$1 a day more for day workers, the check off, a two-year contract, equalization of rates and other adjustments. The operators insist all demands must first absolve themselves of any likelihood of increasing production next before they can be given consideration.

The men, in turn, refuse the proposal of the owners to leave the matter to arbitration and hold that negotiations are useless until the owners agree to consider demands on their merits regardless of cost.

WILL R. KING TO DEFEND TRIAD OF OREGON CONVICTS

(Associated Press Leased Wire.) SALEM, Ore., Aug. 31.—When Tom Murray, Ellsworth Kelly and James Wilcox, convicts indicted by the Marion county grand jury on charges of murdering two guards in their break from the state prison, appear in circuit court here Wednesday morning for arraignment before Judge Perry R. Kelly, they will be represented by Will R. King as counsel for all three.

King, democratic national committeeman from Oregon, former justice of the supreme court and for eight years solicitor for the federal reclamation service, conferred with the three accused convicts Saturday afternoon and following the conference said that he had agreed to defend them.

OFFICER HAS CLOSE CALL

SAN ANTONIO, Tex., Aug. 31.—Colonel William Mitchell, stormy petrel of the United States Army Air Service, narrowly escaped death at the Eighth Corps Area air field today when he was flying over the Texas coast. Mitchell, who was flying a biplane, was seen to crash into the water near the mouth of the Rio Grande. The plane was seen to crash into the water near the mouth of the Rio Grande. The plane was seen to crash into the water near the mouth of the Rio Grande.

Rest at Swainsboro Will Extend 30 Days

(Associated Press Leased Wire.) SWAINSBORO, Aug. 31.—Thirty days confinement and \$21 lost pay was imposed by a summary court martial today on Private Clarence Key of Cantonville, Tex., who was found lying down at his post while guarding the president at White Court.

Captain Adolphus Andrews, commandant of the Mayflower, who approved the sentence of the court martial, said it had been shown that Key was lying down at his post and had covered himself up with his overcoat. No attempt was made, he said, to prove that the marine was asleep.

The finding of the court martial in the case of Corporal Andrew Chantos, who is charged with leaving his post, is under direction by Captain Andrews.

Late this afternoon it was officially announced that Captain Andrews disapproved the findings of the court martial in Chantos' case and ordered him restored to duty.

After spending two days reviewing the evidence presented him Captain Andrews decided to give Chantos the benefit of the doubt on the grounds that it had not been proven conclusively that he had left his post without being properly relieved.

PEOPLES SUPPLY COMPANY PUTTING IN BRANCH STORE

The Peoples Supply Company of this city has purchased Ruck's Cash and Carry grocery at Sutherland, and is opening the first of what is expected to be a group of branch stores in Douglas county. The Sutherland store was started several months ago by the quick former a groceryman of this city and has enjoyed a liberal patronage.

The Peoples Supply Company is taking over the business, will retain Mr. Quick as manager, and plan on extending the stock of goods and the lines of supplies handled, to provide a large store for the city of Sutherland. The building is being remodeled and the fixtures rearranged, and the company is also installing a modern and up-to-date refrigerating plant, which is being put in by E. W. Kimball, manager of the Peoples Supply Meat Market. In addition to the full line of groceries, and supplies, the new branch store will have a meat market operated by Mr. Kimball, and will handle a large line of food supplies of all kinds.

Ernest Hillwell, manager of the Peoples Supply Company, states that the large volume of business done by the company makes it practically necessary to branch out into the county. The store's trade comes from all sections of Douglas county, and in establishing branch stores, the company is carrying out its policy of giving its patrons the best possible service. Mr. Hillwell says that it is the plan of the Peoples Supply Company to locate branch stores as rapidly as business conditions will justify, and expects to have a number of smaller stores in operation soon. The Sutherland store will be used as headquarters for the distribution of the great volume of commodities which will be required for this chain of stores.

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AVIATION SETS NEW GOAL FOR TODAY'S FLIGHT

Non-Stop Journey Frisco to Hawaii, 2100 Miles, to Be Attempted

SPONSORED BY NAVY

Two Planes Weighing 1900 Pounds Each With Full Load, to Absorb 26 Hours Time

(Associated Press Leased Wire.) SAN FRANCISCO, Aug. 31.—The navy seaplane PN number 1 hopped off for Hawaii at 2:42 p. m. today. The PN-9 number 3 followed at 2:43 p. m. The weather was clear inside the Golden Gate and only a slight haze was apparent at sea. Flying conditions were said by aviators to be almost perfect.

The United States Weather Bureau issued a forecast of favorable weather for the whole duration of the flight.

The sky will be overcast for most of the route, the weather bureau reported, but the winds will hold for 10 miles an hour off the coast to 20 miles in the area of the finishing point. The prevailing wind directions will be north and east.

A altitude of 200 feet was reached by the leading plane five minutes after the start. Due to the dark Aurora of heavy atmosphere, the planes were barely discernible within a few minutes after the take-off. The PN-9 No. 1 was leading and was a half mile ahead of the PN-9 number 3, within 15 minutes.

Both planes passed McNear's point about five miles distant at 2:55. The second plane then was flying considerably higher than the first.

The PN-9 number 3 passed San Pedro Point, six miles from the start at 2:59 flying at an altitude of 150 feet.

Number 3 Tries Out

SAN FRANCISCO, Aug. 31.—As the naval seaplanes PN-9 number 1 and PN-9 number 3 tuned up their engines on San Pablo Bay, an arm of San Francisco Bay, preparatory for their flight to Hawaii, the third plane, the PB-1, delayed by mechanical difficulties and unable to get away today, took off from Crissy Field in San Francisco for a test flight at 2:30 o'clock this afternoon.

SAN FRANCISCO, Aug. 31.—Two of Uncle Sam's giant navy seaplanes stood ready this morning to take off on the proposed 2,100 mile non-stop flight to Hawaii. The third, the PB-1, biggest and heaviest of the three aircraft by 2,000 pounds was still in its hangar at Crissy Field with a crew of expert mechanics bending every effort to prepare it for a solitary flight over the same route probably the day after tomorrow.

Decision to send the two PN planes, weighing 1,900 pounds each when loaded to their full capacity, away at 2 o'clock this afternoon without the PB-1 was reached last night by Captain Sanford E. Moses, and other officers in charge of arrangements for the flight, when it was definitely determined that the engine of the PB-1 could not be replaced in time for flight today.

The Big Boning plane, manufactured in Seattle, developed engine trouble with a broken oil feed pipe on its flight South from the Washington city ten days ago and what was intended as a non-stop flight to be a test before the journey to Hawaii, was interrupted with a forced landing at Neah Bay, and an over-night stay at Coos Bay, on the Oregon coast.

Examination showed the necessity of an entire replacement of engine in the PB plane, and since its arrival here, workmen have been bending every effort to complete the preparation in time to permit all three planes to depart together today. The planes of the navy officers in charge of today's flight include patrolling by fast boats of the ram chaser fleet of the fifteen mile channel from San Pablo Bay, to the Golden Gate, over which the two seaplanes will speed in their take off. So heavily laden with fuel was the two aircraft that it was not expected they would attain sufficient altitude to surmount the hills on either side of the Golden Gate and it was determined to keep clear the course which would enable them to start their westward journey over the regular ship lane.

The crew of each of the planes comprises five men. The flagship, the PN-1 has as its chief officer Commander John Rodgers, Washington, D. C., who is also (Continued on page 3.)

Babe Ruth Presents Batch of Futile Alibis and Seeks Landis to Pour Out His Woes

(Associated Press Leased Wire.) CHICAGO, Aug. 31.—Babe Ruth, figuratively spanked by Manager Miller Huggins of the New York Yankees, unable to see Baseball Commissioner K. M. Landis today, returned to New York to present his case against Huggins to Colonel Jacob Ruppert, owner of the Yankees, and E. D. Barrow, business manager.

Ruth hoped to make his situation clear to Colonel Ruppert. He had also planned to appeal to Commissioner Landis, and would have taken up his \$5,000 fine and indefinite suspension with the commissioner unofficially, but the commissioner was at his summer home in Burt Lake, Mich.

"I'm sorry," Ruth said, when told that the commissioner would remain in Michigan for two or three days. "I would have liked to have things talked over."

Shortly before closing about the Twentieth Century Limited for New York, Ruth said that he would telegraph commissioner Landis and communicate with him later.

"Under the rules I guess I can't do anything for ten days anyway," said Ruth.

The national baseball agreement provided that a player may appeal, whenever he feels injustice has been done him, to the commissioner, but not until ten days after suspension.

"The bad boy of the Yankees," who was charged by Huggins and who admitted he had violated the one o'clock rule for the Huggins and last night in Chicago criticized Huggins' discipline in his case, as well as managerial methods, had little to add today, and seemed less jovial than on his arrival when his statements made a baseball sensation.

"Babe," started the day true to his nickname, possibly due to the heat here. He was late arriving at the hotel.

Ruth said he would go to Colonel Ruppert and Ed Barrows with his case.

As to Commissioner Landis, Ruth said:

"I just wanted him to understand things. I thought he might come back here in ten days and see the commissioner in person, but he was uncertain about it."

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Tom Murray Perfectly Sane Verdict of Alienist After an Examination of Convict

(Associated Press Leased Wire.) SALEM, Ore., Aug. 31.—Tom Murray, 22-year-old leader of the convict trio who shot their way out of the Oregon penitentiary on the evening of August 12, killing two guards and leaving the fourth of their number dead under the walls, is perfectly sane.

This is the statement of Dr. John C. Evans, alienist at the state hospital, who examined Murray in his cell in the prison last Friday afternoon at the request of the district attorney's office.

"After subjecting Murray to the usual examination, I found no evidence of insanity," said Dr. Evans this afternoon. "I visited with him for more than an hour, during which time he told me his entire history, and I found him to be entirely rational."

The findings of Dr. Evans discount the intimation of Murray's father that the defense to the murder charge hanging over the youthful bandit would be insanity. The father, in an interview here, said that when Tom Murray was 14 years old he was struck on the head by a rock thrown by a playmate, and that he had never been mentally right since. Concerning the scar on Murray's forehead, which his father said had been left by the rock wound, Dr. Evans said:

"I found a bump on his forehead, but I attribute this to a weakness of the tissues. There is no evidence that the wound said to have been caused by the rock resulted in any fracture."

Toothsome Tabloids to Take Today

OAKLAND, Cal.—Taking quick poison as the car that was conveying him to the city prison here drew into the jail yard, John Frates, Hayward resident, charged with participation in a fight, in which he fired several shots, committed suicide.

SAN FRANCISCO, Cal.—"Big Ben," historic clock on the British Parliament buildings in London, will chime through 7490 miles of cable and land lines the opening night next Saturday of California's Diamond Jubilee to greet motorists at the grand ball in the civic auditorium.

SAN DIEGO.—Miss Margaret Huber, dress actress of Los Angeles, is dead here today as the result of an auto accident, when the car containing her and Daniel M. Dean, her fiancé, and two other persons, smashed into a bridge railing a mile north of Del Mar. Dean was arrested and charged with reckless driving.

LOS ANGELES.—Police here yesterday refused to arrest a man who said he was a double murderer when they told Lawrence Bird, plasterer, to return to his work after he strolled into the sheriff's office and asked to be apprehended.

LOS ANGELES.—Athens No. 6, said to be the deepest well ever drilled, is down 7,430 feet after 183 actual days of drilling. Engineers are worrying how to get the oil to the surface when the well comes in.

DUTCH HARBOR, Alaska.—The Charles Brewer, gasoline schooner recently returned here from an Arctic cruise, reported that the mess boy of the schooner Nanuk, strangled himself to death with a cod-fish line while on the ship in the far north.

SALEM, Ore.—With 5,000 pickers at work, and still more needed, hop picking will start today in the larger yards in Marion and Polk counties.

SEATTLE.—The salmon pack on Puget Sound this year will be the largest since 1912. E. A. Simms, state fisheries board member, declared here today. The present fishing season ends September 5.

SEATTLE.—Congressman Arthur M. Free of California, republican member of the house committee on merchant marine and fisheries, advocates abandonment of the \$60,000,000 government railroad in Alaska, he declared in a visit here yesterday.

HOOQUIAM, Wash.—Bottlegging apparatus and enormous quantities of sugar and corn and two bootleggers, were netted here last night by prohibition forces in the third liquor raid of the week end in Grays Harbor county.

GREAT FALLS, Mont.—The bodies of J. B. Wheeler and his wife of White Fish, Mont., were found frozen to death in Glacier National Park, near Lincoln Pass, by Park Ranger J. B. Flemming.

ACREAGE NEAR SUTHERLIN FOR ACADEMY SITE

Definite Decision Reached at Convention Held By Adventists

MEDFORD SITE LOSES

Committee Appointed to Select Location—Industrial Phases to Guide Selection of Site

The old historic town of Jacksonville, five miles west of Medford, was host to one hundred and eight delegates to the convention held there at the week end by the Southern Oregon Conference of Seventh Day Adventists, who were endeavoring to select a location for the denominational academy.

The hospitality of the Jacksonville people knew no limit in their entertainment of the delegates. Private homes were thrown open to the visitors, while the ladies of the town opened a kitchen and helped to feed the delegates for the two days they were in session. Former County Judge of Jackson County Mr. Gardner, was un-delegate in locating the school during his efforts to assist the cause of the school in the Chamber of Commerce gave every aid possible.

Medford proposed to donate 80 acres to the denomination for the school, and a tract two miles south of Jacksonville was offered. Twenty acres of this tract is valley land, with 60 acres of the hill across the road.

The claims of Sutherland valley to the school were also presented. Roseburg had little to offer, and the same was true of Eugene.

All day Sunday the problem of location was discussed, and late in the afternoon balloting was begun. On the first ballot Sutherland valley had one to the good, but this was not deemed sufficient to warrant the constituency in going ahead with a building the school on the St. John ranch, so another ballot was taken, the ballot standing 47 to 52. Then, it being the consensus of opinion that the St. John place lacked certain features that were deemed necessary, a motion to eliminate that property from further consideration carried over-whelmingly. It was then agreed that the chair should appoint a committee, chosen from the various churches in the conference, who are to cooperate with the executive committee in finding a location somewhere in the Sutherland vicinity that will meet the specifications and demands of the school. This land, it appeared, will be generally under good, well watered, bordering creek, and adapted to irrigation so that cultivation can be intensified.

Sutherland parties are offering several thousand dollars in cash at this time, and the claim that the valley is entitled to the permanent institution, owing to the fact that the school was located there in good faith several years ago, also were factors in deciding the general locality for the academy.

That the school must be established upon industrial lines was stressed by most of the speakers at the convention. Owing to this matter being generally accepted, the nature of the land is to be a deciding factor in selecting a farm home for the academy. While it will require some time to work out all of the problems involved, the constituency appeared to believe that everything could be accomplished satisfactorily. Industrial features at the school may include farming in its various phases, dairying, poultry raising, carpentering, gardening, auto mechanics, and other lines. The girls' work would include domestic science, embracing cooking, nursing, general housework, needlework, etc. While all of these activities must be developed gradually, the conference hopes to make the institution a school where the practical affairs of life may be taught, along with branches of the academic course.

The committee will, it is understood, soon meet for organization, and then begin to look over the country to find some place that may be adapted to the work and purposes outlined by the convention at Jacksonville.

GEORGE T. FORSYTH, BRIDGE ENGINEER, PASSES AWAY

(Associated Press Leased Wire.) PORTLAND, Ore., Aug. 31.—George T. Forsyth, 56, prominent bridge engineer in the Northwest, died last night in a local hospital from heart disease.

Forsyth joined the engineering department of the Southern Pac-

Warden Advises Turnkey to Quit; Advice is O. K.

(Associated Press Leased Wire.) SALEM, Ore., Aug. 31.—James Nesmith, turnkey at the state penitentiary, who was severely injured by the escaping convicts, Tom Murray, Oregon Jones, Ellsworth Kelly, and James Wilcox when Jones and two James Wilcoxes were killed on August 12, will not again assume his duties at the prison, Warden Dalrymple said today.

"After Nesmith's experience," said Dalrymple, "I did not think it would be advisable for him to go back to work. I talked it over with him and he agreed to resign."

Nesmith was attacked by one of the convicts and was struck in the jaw with some object believed to have been a heavy cuspidor. He was knocked out and was in a dazed condition for several hours. Nesmith will be succeeded by W. E. Golden, a guard at the prison, who has been employed at the institution at various times.

TOM WORD NOT SURE THAT HE WILL TAKE JOB OF PEN WARDEN

Appointment Proffered to Him, but Acceptance May Be Prevented by His Uncertain Health

SALEM, Ore., Aug. 31.—Whether or not he will accept appointment as warden of the Oregon penitentiary, rests entirely with Tom Word, former sheriff of Multnomah county.

The appointment has been proffered to Word without any strings attached and Governor Pierce is but waiting his acceptance to announce the appointment, at the same time, making public the report of his special commission to investigate conditions at the prison and the causes of the break of August 12 when three convicts escaped after killing two guards.

Word, it is understood here today, has promised to advise the governor of his decision by Wednesday. His delay in accepting or rejecting the appointment is reported to be occasioned by his fear of a recurrence of a physical breakdown from which he but recently recovered, and the arrangements of business details.

Meanwhile he is being besieged by friends throughout the state to accept the position.

Dillard A. Elkins, industrial accident commissioner and former sheriff of Lane county, who is known to be under consideration by the governor for the wardenship today came out flat-footed for Mr. Word, urging him by telegram to accept the appointment and issue the following statement:

"Tom Word is the best qualified man in the state for the wardenship, and I feel that his appointment would solve the prison problem and insure an efficient and successful administration for the institution."

Several other prominent Salem residents have wired and written Mr. Word urging him to accept the appointment.

COMMISSION TO PROBE PROPOSED NEW JOINT RATES

WASHINGTON, Aug. 31.—Proposed new freight schedules cancelling through rates on lumber and related articles from Burlington, Ohio, to destinations in Pacific Coast territory were ordered suspended by the Interstate Commerce commission today until December 30.

Operation of the new schedules would result generally in an increase in the freight, the extent of which the commission will determine in hearings to be held during the suspension period.

WASHINGTON, Aug. 31.—Increased freight rates on fruit and vegetables between Mountain Pacific and Eastern territories, proposed by the American Express company to become effective September 1 were ordered held in abeyance by the Interstate Commerce commission today until December 20.

Meanwhile the commission will conduct an investigation to determine if the increases are justified.

In 1909, and held a similar position with the O. W. R. & N. from 1904 to 1915, designing and supervising erection of the steel bridge at Portland across the Willamette. In 1926 he went into the consulting engineering practice here.

He was a graduate of Stanford university.

Tr. Press.—Robert Moore, of Sherman Clay and company, Eugene, returned to that place last evening after spending the day here visiting with friends.

BERT E. HANEY ASKED TO QUIT BY COOLIDGE

Course as Member Shipping Board Displeasing to the President

REQUEST IS REFUSED

Oregon Democrat Said to Have Failed to Adhere to Agreement Made When Named

(Associated Press Leased Wire.) WASHINGTON, Aug. 31.—The resignation of Bert E. Haney of Oregon as a commissioner of the shipping board has been requested by President Coolidge and has been refused.

White Mr. Haney declined to discuss the matter today or to make public the correspondence, it was indicated the president acted because of dissatisfaction with Mr. Haney's attitude toward President Palmer of the fleet corporation.

Mr. Haney has moved at recent executive sessions of the shipping board for removal of Mr. Palmer. But is understood to have failed to obtain any support for this motion. He has acted on the belief that the government merchant fleet is running down under Mr. Palmer and is not being developed as called for under the merchant marine act, adequately to carry American products or to serve as a naval auxiliary in time of war.

It has been his contention that while there were in operation 286 ships in the government merchant fleet when Mr. Palmer took office less than two years ago, there were but 251 two weeks ago.

In the face of the refusal of Mr. Haney to resign, the next step remains problematical. Under the merchant marine act, the president may remove a commissioner only for cause. This hearing comes under malfeasance, neglect or incompetency.

Mr. Haney was appointed from Oregon as a democrat by President Harding in June 1923, to succeed former Senator George E. Chamberlain of that state, resigned. He was re-appointed by President Coolidge for a two-year term last June after a long conference with Mr. Coolidge at the White House, when the entire shipping board situation was thoroughly discussed.

Mr. Haney is said at that time to have made clear that he had very definite ideas about the development of the American Merchant Marine and proposed to act in accordance with his judgment. This position, it was indicated, was acceptable to Mr. Coolidge, who subsequently tendered him the re-appointment.

While the correspondence between the president and Mr. Haney was not available here, it is believed that Mr. Coolidge may feel that the commissioner in the past two months has not acted in accordance with the position he laid down at their conference.

President Palmer has repeatedly held that the reduction in cargo vessels has been made in the interest of efficiency since it has been found that waste was involved in the number previously in operation. His most recent remarks on the subject were that the amount of cargo carried the past fiscal year and the revenue derived therefrom was practically the same as for the previous year.

If the resignation should not be forced, it is pointed out that the president would not have to submit it to congress in December. Mr. Haney was given only a recess appointment in June, and confirmation of shipping board appointments is required by the senate.

Coolidge Backs Palmer. SWAINSBORO, Mass., Aug. 31.—In asking for the resignation of Bert E. Haney of the shipping board, President Coolidge did not contemplate any similar request at this time from other members.

No official comment was made on the incident at White Court, but there were indications that an explanatory statement would be given on the subject.

Difficulties between the shipping board and President Palmer, have been taken before the president on several occasions. While he has never taken an actual hand in these disputes, he recently made it clear that he would not permit any interference by the board with the control of President Palmer over fleet operations.

It is the general belief also of those close to the executive that he has been displeased with the activities of the board while (Continued on page 3.)