



ROSEBURG NEWS-REVIEW

Consolidation of The Evening News and The Roseburg Review

DOUGLAS COUNTY

An Independent Newspaper, Published for the Best Interests of the People.



FAIR TONIGHT AND THURSDAY

ROSEBURG, OREGON, WEDNESDAY, SEPTEMBER 2, 1925.

VOL. XIII NO. 142 OF THE EVENING NEWS

PACIFIC OCEAN MAUI ISLAND BEING COMBED FOR MISSING PLANE AND CREW

Exhaustion of Gas Supply Forces Down PN-9, No. 1, in Bad Weather Within 20 Miles of Waiting Craft, Which Is Unable to Find Her—Day Brings Clear Skies and Systematic Search.

(Associated Press Leased Wire.)

SAN FRANCISCO, Sept. 2.—The wall of silence around the missing navy seaplane, PN-9, No. 1, late today, had endured unbroken for twenty-two hours.

Navy craft of all types—flying, floating, submersible—had been organized to weave across the hundred square mile stretch of ocean where Commander John Rodgers and his four companions are believed hidden. But reports from ships and airplanes only told of empty observations of an apparently deserted ocean.

Improvement of the weather today in the rescue area of the Island of Maui encouraged the searchers to their greatest efforts. Arrangements for participation of private craft in the search also were made by navy officials.

Rumors that the plane had been sighted brought denial from navy headquarters with a further announcement that the air office in Honolulu is in constant direct radio touch with rescue ships and planes.

In the temporary absence from their offices, Admiral Moffett and Captain Moses, commander of the Hawaiian flight project, officials in charge, declined to discuss the information contained in a Washington dispatch regarding the possible postponement of the PB-1's flight in the event it should be determined that the crew of the PN-9, No. 1, is lost.

HONOLULU, Sept. 2.—The vast Pacific continued today to hide the disabled navy seaplane PN-9, No. 1, while efforts to rescue Commander John Rodgers and his four co-aviators went on with redoubled force.

Lack of fuel for the giant seaplane caused it to descend late yesterday on a stormy sea in its journey on a non-stop flight from San Francisco to Pearl Harbor, when less than 200 miles away.

Lieutenant Commander M. H. McComb, junior commander of the air station at Pearl Harbor, estimated today that the seaplane descended about 100 miles northeast of the Island of Maui and 20 miles from the U. S. S. Aroostook, which was on station 1800 miles from San Francisco. He estimated the drift at that point due to existing currents would amount to six miles hourly, which would move the seaplane, if afloat, 108 miles to the westward by 8 a. m. today. Four naval planes left the Maui base, Lahaina roadsteads at 6:20 o'clock this morning. Two others remained to take on more fuel before taking the air to cover a territory of approximately 100 square miles. Two of the planes reached the eastern point of Maui at 7:30 a. m., and reported back by radio that the sea was choppy with a 20 knots an hour wind blowing.

The navy ships Navajo and Sunbeam, which were engaged in patrolling Maui waters this morning, in addition to other ships previously assigned to the task.

The U. S. S. Aroostook, made another attempt to launch a scouting plane at dawn, but failed due to rough weather.

The crew of the seaplane PN-9, No. 1, comprised:

Commander John Rodgers, Havre, N. D.

Lieutenant Byron J. Connell, Pittsburgh, Pa.

Skiles N. Pope, Jackson, Pa.

William H. Bowlin, Richmond, Va.

Otis G. Stantz, Terre Haute, Ind.

HONOLULU, Sept. 2.—Five men in a disabled seaplane, drenched with tropical rain, hemmed in by tropical night in mid-Pacific—such was the picture painted here today of the unfortunate end of the attempted non-stop navy seaplane flight from San Francisco to Honolulu. This gloomy view of the predicament of Commander John Rodgers, U. S. N., and his four co-aviators was based on official reports received last night from ships in the path of the big seaplane PN-9, No. 1. The reports all yielded the same definite fact: That the aviators were lost, untraceable in the darkness. Through-out the hours of darkness, however, plans for rescue of the aviators should they be found and alive, were brought to completion. The Island of Maui, nearest of the Hawaiian group to the point the PN-9 was believed to have dropped into the Pacific, was designated as the rescue base. Airplanes, submarines, surface ships, were started at daybreak on a systematic search of that territory between the 21st and 23rd parallels of latitude and the 153rd and 155th meridians of longitude.

With cloudy weather in prospect today and moderate seas running in the vicinity where it was believed the plane had been forced down, the searching planes took on capacity fuel loads at Lahaina ready to comb the Pacific in quest of the missing seaplane.

A message received from the destroyer Aroostook at 10:15 last night said:

"No trace of plane No. 1, which must have been forced down over 20 nautical miles south of the Aroostook station where the estimated maximum drift is eight miles an hour to the westward. The seas are moderate and the skies overcast."

Night Search Futile.

With the destroyer Farragut, the Aroostook spent the night moving in the area 300 miles off Honolulu, stabbing the seas in vicinity where the missing plane might have dropped, disabled.

A message received from the missing plane after the craft radioed that it was trying to remain in the air until the dwindling gasoline supply was exhausted, said:

"What is wrong please? go ahead," meaning that the Aroostook should proceed furnishing radio compass bearings to the PN-9, No. 1. To this query the Aroostook answered:

"This is your course and are you trying to find us?"

To this message there was no answer.

The Aroostook after an all night vigil was ordered to launch a plane at daylight to aid in the search. The work last night was hampered off the east coast of the Island of Maui by treacherous seas and overcast skies. On account of this condition, three planes which took off from Lahaina to aid in the search were ordered to return and wait until dawn before going into the air again.

Winds Usset Calculations.

The PN-9, No. 1, with her sister seaplane, the PN-9, No. 3, left San Francisco Monday afternoon on a scheduled non-stop flight to Pearl Harbor, Oahu. The number 3 plane gave up some 300 miles outside of the Golden Gate because of mechanical difficulties. The number 1 machine, flagplane of the fleet, scurried on.

Ten ships of the United States Navy had been assigned definite positions on the line of flight. Ship after ship was passed, even the U. S. S. Leney, the half way point in the flight, and attainment of the Pearl Harbor objective, seemed only a matter of hours.

Rising winds, however, retarded the speed of the ship and forced extravagant use of the carefully rationed stores of gasoline, the food of the engines. Tuesday, shortly after noon in Honolulu, Commander Rodgers radioed that his fuel was running low. Two hours more, and after a number of messages saying it would be forced to alight, the seaplane's radio was silenced.

By that time rain was falling steadily in the vicinity of the seaplane. Visibility was bad. The ships which started out to rescue the stranded aviators found themselves hampered by the encroaching night and by lack of definite bearings showing the location of the lost plane.

Navy officers expressed themselves confident that Commander Rodgers would do everything possible to save his ship and his men, although admitting anxiety over weather conditions.

Aged Mother Not Told.

HAVRE DE GRACE, Md., Sept. 2.—Word of the plight of her son, Flight Commander John Rodgers, on the navy seaplane PN-9, No. 1, reported down in the sea between San Francisco and Honolulu, is being kept from his mother at the Rodgers' home in Sion Hill, a half mile from here.

Admiral John A. Rodgers, U. S. N., retired, has kept in touch with the search of his son through the Associated Press. Commander Rodgers' mother, who is advanced in years, was worried over her son's attempted San Francisco-Honolulu venture and it has been feared that she would not withstand the shock of learning that he had met with mishap.

Fourteen years ago John Rodgers flew from College Park, Md., to the home of his parents after having studied aviation under the Wright Brothers. That flight attracted national attention.

Clearer Weather Aids Search.

LAHAINA, Island of Maui, Sept. 2.—Three naval seaplanes took off from Lahaina roadsteads at the first perceptible break of today's dawn and flew toward the eastern horizon in a determined effort to learn the fate of the missing seaplane.

(Continued on page 5.)

Mozart Music Not "Kultur" 125 Years Ago

(Associated Press Leased Wire.)

BERLIN, Sept. 2.—Not much was thought of the music of Mozart 125 years ago by Prince Henry and Prince Ferdinand of Prussia. In letters addressed by them to Count and Countess Henckel-Donnnersmarck, it was characterized as "hideous." One of the letters, dated December 15, 1800, says:

"Last Friday a musical piece by Mozart (church music) was performed and admired by many. I do not mind telling you confidentially though that I thought it hideous."

"It is hellish music and only requires a cannon to make the inference complete."

MITCHELL'S BOOK THROWS BOMBHELL INTO AIR SERVICE

American People to Know Truth Despite Effort to Squelch Him, Is Declaration.

(Associated Press Leased Wire.)

SAN ANTONIO, Tex., Sept. 2.—Colonel William Mitchell, "stormy petrel" of the air service, threw a bombshell into the air service circles today when war department officials began to review his book "Winged Defense," which had been published against war department orders.

"The truth about United States air service, is going to be suppressed no longer," declared the commander of the eight corps area air forces to the Associated Press.

"I have disobeyed no orders," Colonel Mitchell said, although admitting that he had published his book without submitting it to his superiors for approval.

"The truth of our deplorable situation is going to be put before the American people, come what may," he continued. "If the war department wants to start something so much the better, then I can get the case before congress and the people and then we will have a change to remedy this unfortunate condition."

"Aviators are the only persons competent to tell what is wrong and they are going to tell, I assure you that."

"One fourth of the short comings of our air service, have not yet been told, but they are going to be."

"This book is just the beginning. I am at present preparing a series of articles which will wipe the cover off these deplorable conditions."

"Winged Defense," a story of the development of commercial and military aviation, came off the presses yesterday.

Its publication had been specifically forbidden by the war department until that branch had given approval.

Some months ago at the expiration of his temporary appointment as brigadier-general, Mitchell was relieved an assistant chief of the United States air forces and returned to his regular army rank of colonel. He previously had expressed disagreement with his superiors in the war department concerning the defense value of the air forces.

Colonel Mitchell's new book is written for the public and phrased in terms which are not bewildering to the non-flyer. One chapter is devoted to bombing operations against warships bearing the caption:

"United States air forces prove that aircraft dominates seacraft."

The book is replete with cartoons which poke jibes at war department. The author declared that those had been inserted by the publishers without his knowledge.

IRRIGATION LEVY IN REDMOND DISTRICT LESS

(Associated Press Leased Wire.)

BEND, Ore., Sept. 2.—A reduction of 40 cents per acre in the water levy for the central Oregon irrigation district was made at a meeting of the district yesterday in Redmond. The levy for 1925 was \$2.50 per acre and the \$1.10 levy for 1926 as made yesterday included also a \$7,000 fund for the payment of the first installment of the irrigation district's bonds, according to H. H. Dearmond, attorney for the district.

Unusually good crops are reported from the central Oregon irrigation district this year, according to W. T. McDonald, county agent.

Mrs. H. Druecker and children, of this city, left this morning for Donemusir, where they will visit Mrs. Druecker's son, Archie, who is employed there by the South-eastern Pacific company. They will stop over at Medford on their way to visit a short time.

MURDERED NURSE "BLED" MEN FOR BABIES THAT NEVER EXISTED, CONFESSION WRUNG FROM MOTHER, SHOWING MOTIVE FOR DEED

(Associated Press Leased Wire.)

OAKLAND, Cal., Sept. 2.—Investigation into the murder of Beatie Ferguson Loren, Oakland nurse, took a sensational turn with the statement last night by Under Sheriff W. M. Veale of Contra Costa county that he had obtained from Mrs. Anna Ferguson, Beatie's mother, an admission that for several years and almost up to the time of her daughter's disappearance on August 19, Beatie had regularly received money from at least three men whose names previously had been brought into the case.

Veale said Mrs. Ferguson mentioned the names of an Oakland physician, an Oakland dentist and a San Francisco accountant and former employer of Beatie Ferguson. Requesting of all three will be undertaken as a result of Mrs. Ferguson's latest disclosures.

Veale said Mrs. Ferguson told him she was positive that Beatie never had been a mother, as indicated in letters and telegrams found among the dead woman's effects.

Veale learned from Mrs. Ferguson, however, that her daughter collected regular monthly payments from several men for the support of three mythical children.

"The mother told me," said Veale, "that her daughter had derived a regular income for years in this fashion from men who believed themselves to be fathers of children that never existed."

Giant Dirigible Shenandoah Hops Off on Five-Day Trip

(Associated Press Leased Wire.)

LAKEHURST, Sept. 2.—The United States dirigible Shenandoah left the naval air station here at 4:02 o'clock this afternoon on its mid-western flight of five or more days. Commander Zachary Lansdowne and 35 men and officers were aboard.

LAKEHURST, N. J., Sept. 2.—The Shenandoah was at her mooring mast today waiting to begin late in the afternoon a five-day trip covering eleven eastern and mid-west states.

The tentative schedule called for departure at four p. m. and arrival back at the naval air station late Sunday night or Monday morning after moving through the skies above New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Missouri, Iowa, Minnesota, Wisconsin and Michigan.

The Shenandoah will try to complete the flight upon which the Los Angeles marked several months ago. One feature of the trip will be the mooring of the giant craft at a mast recently erected in Detroit for dirigibles by Henry Ford. At a speed of 30 miles an hour the Shenandoah will fly from Lakehurst to Philadelphia, Wheeling, W. Va., Zanesville, O., Dayton, Indianapolis, LaFayette, Ind., Springfield, Ill., and Scott Field, Ill.

"DOC" FINLAY PLAYS TOURNAMENT WITH BROKEN ANKLE

Dr. G. C. Finlay, local dentist is confined to his home with a serious injury sustained on Monday, prior to the horseshoe tournament between the Rotary and Kiwanis clubs. Dr. Finlay, who is an active athlete, hurdled a fence on the way to the tournament grounds, and in doing so broke a bone in his ankle. Thinking that the injury was a sprain he continued throughout the match, pitching a good game on the Rotary club team in spite of the pain. Yesterday when the injury became worse Dr. Stewart insisted upon an X-ray, which revealed a break in the ankle bone. The swelling is still such that a cast cannot be placed on the ankle, and he will probably be forced to remain away from his office for at least three weeks.

WOODS THROWS KRUSE.

PORTLAND, Ore., Sept. 2.—Sailor Jack Wood and Bob Kruse renewed their old hostilities at the Oswego Cement company's hall Monday night and this time the match ended in a victory for the navigator.

After Kruse had taken the first fall in 31 minutes with a Jackknife, Wood came back and annexed the next two, the first with a headlock in 22 minutes and the last by slamming his opponent to the mat and knocking him unconscious.

I is possible that the two boys will be rematched, since each has won one match now.

HOPE FOR RUTH.

NEW YORK, Sept. 2.—Miller Huggins, manager of the New York Yankees, notified Babe Ruth today that he would meet him in a conference Friday to straighten out the difficulties which resulted in Ruth's indefinite suspension and a levy of a fine of \$5,000.

MULES SEE SUNLIGHT.

SHAMOKIN, Pa.—Frisky mine mules, brought up to the sunlight after years of darkness underground, are running wild in the mountains, having escaped keepers.

ABOLITIONIST IS DEAD.

WALLINGFORD—Mrs. Sarah Guilford Yarnell, an abolitionist, who helped run the underground railroad, is dead at 107.

DEAUVILLE IS PASSE.

NEW YORK—Deauville is finished as a fashionable resort, says Mrs. Edna W. Chase, a fashion editor who has returned from abroad, to be really in style one should go to Biarritz now.

YANK HELD AS CRAZY PRINCE.

BOULOGNE—Three American tourists are feeling far from complimented. Their car was held up by gendarmes on suspicion that one of them was a fat-fugitive-Czech Egyptian prince accompanied by two keepers.

WILL APPEAR IN OWN PLAY.

NEW YORK—Augustus Thomas, dean of playwrights, is to play the leading role in his own play.

THIRTY MILLION MILES IN AIR.

NEW YORK—Some 30,000,000 miles have been flown in regular commercial air service throughout the world, the American Engineering Council has learned in a survey.

HOLD KICKER'S KONKLAVE.

NEW YORK—The drummers-salesmen are airing their woe at a kickers' konklave.

THEY CERTAINLY NEED A SCHOOL.

NEW YORK—Roger Wolfe Kahn is to open a school for jazz music.

JURY FINDS NO BLAME IN DEATH OF YOUNG MAN

Accidental Death Verdict in Case of Charley Moore, Killed Yesterday.

GIRLS ARE WITNESSES

Young Lady Companions of Accident Victim Unable to Account for Aalis or Tell Occupation.

A careful inquest into the death yesterday of Stuart L. Sturzell, locally known as Charley Moore, was conducted yesterday afternoon by Coroner M. E. Ritter. The inquest was held at the Roseburg Undertaking parlors, with District Attorney Guy Gordon questioning the witnesses.

The witnesses were thoroughly examined in an effort to probe the report that there was a fourth party in the car, but the two young ladies who were occupants of the machine at the time of the crash, denied that there was any other passenger, and none of the witnesses were able to give any testimony which might indicate that there was a fourth party present.

Nothing was learned to throw any light on the man's reason for using an assumed name, and the girls were unable to tell his occupation.

The first witness called was Dr. Wainwright, who described the injuries which resulted in the young man's death and also described the scene of the accident at the time of his arrival. He identified the body in the morgue as that of the young man, Frank by name, who was struck by him at the scene of the smash.

Frank, a transient, said that he was about a block from the car when it was wrecked. He was walking along the sidewalk and the car passed him, evidently going about 30 miles an hour. Stone said he heard the crash and rushed to the corner where he found the man lying on his face. He turned him over and gave first aid. He said that he noticed the barricade across the street, and that the light was hanging five or six feet off center according to his impression. The light gave the impression that the right hand side of the street was open. He described the position of the body, the car and other details concerning the accident.

James Goodman presented a diagram showing the location of the intersection, the barricade, wrecked car, body of the man, position of much benefit to the jury in endeavoring to thoroughly get the lay of the ground in mind. Mr. Goodman also stated that the lantern on the barricade was not in the center.

Raymond Rauch, night officer, gave detailed measurements taken at the scene of the wreck. The car was 35 feet from the curb corner he said, and the lantern was hanging 13 feet 6 inches from the west curb of the street, which is 36 feet wide. He said that the street light at the intersection made it difficult for a person traveling north on the highway to see the barricade until they were a few feet from it.

Marie Mead, local waitress, who was injured in the accident, stated that she had known Moore for about three months. She said she had met him in Roseburg, and that following her return from Portland about five weeks ago she met him here again. Three weeks ago, she told the jury, she and Floy Swisher were taken to Medford by the man. They sought work there, staying at Mrs. Swisher's sister's home. The man visited them frequently, she said, taking them to shows and dances. He was often absent from the city, being "gone" several days at a time, but volunteering no information upon his return as to where he had been or what he had been doing. Mrs. Mead said that she learned his true name one day when she noticed the initials H. L. S. in his coat and asked him what they meant. He told her his name, but volunteered no reason for his assumed name. She said she did not question him regarding that circumstance nor about his occupation. He always appeared to be plentifully supplied with money, the jury was told.

Monday, she said, he told them he was coming to Roseburg, and offered to bring them with him. They stopped at Grants Pass for dinner, also at a service station for gasoline, and changed a tire on the way. They left Medford about 6:20 and arrived here about 1:30 a. m.

The young lady said that she had been dozing on the last part of the trip and awakened just as the car swerved away from the barrier. She said she noticed a red light, but it was her impression that it

(Continued on page 5.)

July Gas Sales Oregon Record for One Month

(Associated Press Leased Wire.)

SALEM, Ore., Sept. 2.—The July distribution of gasoline in Oregon, according to a statement made by Secretary of State Kozser, was 11,277,703 gallons, which is an excess over the sales for any other one month period in the history of motor vehicles in this state. The heaviest previous month was July, 1924, when 9,692,402 gallons were sold. Distillate sales in July were 334,533 gallons, which did not break a record.

Taxes received by the state on July motor vehicle fuels sales totaled \$346,694.40. To date taxes from this source have returned to the state a total of \$9,408,400.01.

JITNEUR SLAIN ON ROAD NEAR INDEPENDENCE

Starts Toward Albany With Three Men; Body Found an Hour Later.

SHOT, HEAD CRUSHED

Ford Car Taken and Headed South—One Suspect in Recent Resident of Cottage Grove.

(Associated Press Leased Wire.)

SALEM, Ore., Sept. 2.—W. R. Lloyd, who is sought by Polk county authorities as the suspected slayer of Clinton I. Baun, Independence, once taxi driver, on a lone road nine miles south of that city last night, is an ex-convict from the Oregon state penitentiary, it became known here today.

Lloyd was received at the prison at Clatskanie, 1921, from Lane county to serve a two year term for forgery and was disbarred at the expiration of his minimum term April 26, 1923. His record at the prison shows him to have been 22 years old at the time he was received, a dark complexioned with dark hair and eyes, stocky built, weight 142 pounds, striped, and height 5 feet 3 and 3-8 inches striped. He had a wart on the ring finger of his left hand and a scar on his right thumb.

State Commander Wants Chambers of Commerce to Provide Funds for Stunt at Convention

The Roseburg Chamber of Commerce has become quite interested in the proposition made by E. B. Stewart, state commander of the American Legion for state advertising at the national convention of the American Legion, and will endeavor to stimulate other organizations into acting on some of the plans suggested by the commander.

Dr. Stewart has proposed that at the national convention Oregon have some particular display or stunt as an advertisement feature. Other states are represented, he says, and Oregon should not be lacking, but should take advantage of the opportunity.

Stewart states that he wishes to have a parade, a float, a band, a crowd, which takes part in the show, and many other things made some sort of a show.

Thousands of people view these floats and a wide publicity opportunity for state advertising is possible, the commander says.

The best place for real advertising, however, is offered at the state dinner. Here tables are spread for each state and many groups have been staging special advertising stunts. There is a great opportunity here, Dr. Stewart says, for some real state advertising.

The Legion auxiliary is preparing a great model of Mt. Hood which is to occupy the Oregon table. No state has ever yet distributed fruit as favors at this dinner, it is said, and Dr. Stewart has proposed that pears, apples, stuffed prunes, or some other fruit favors be distributed through the great crowd by girls in costume, each favor having some reading matter of a distinctive nature for Oregon.

It is desired that the advertising be of a state-wide nature rather than local, and for this reason it is desired to get concerted action on the part of the respective chambers of commerce.

Suggestions for some particular method of statewide advertising is desired, and some definite means of getting action is wanted. The Roseburg Chamber of Commerce directors in their regular meeting yesterday, authorized Secretary Antles to write all chambers in the state, and suggest that the idea be further developed and that some action be taken. The state chamber of commerce will probably be asked to head the proposition and secure donations of money from the various chambers to make the plan a success.

Dr. Stewart says that the department of Oregon stands ready to carry out the advertising plan which may be suggested by the Chambers of Commerce, and is willing to do whatever is decided upon by the Legion, however, has no funds with which to do this sort of work, and is looking to the Chambers of Commerce to supply the funds and direct the activity.

HAIRCUT AND SHAVE COST MORE NOW IN PORTLAND

(Associated Press Leased Wire.)

PORTLAND, Ore., Sept. 2.—The price of haircuts for members of both sexes was raised from 50 to 65 cents here today, following a conference of master barbers last night. The price of a shave also was raised, from 25 to 35 cents.

The barbers said the increase was necessary to meet the raise recently granted to journeymen barbers.

Harry Ansoma of Reedport forfeited ball of \$15 in police court Monday in preference to appearance in answer to a charge of reckless driving filed against him Saturday night by State Traffic Officer Kenneth Bloom. According to Bloom the Reedport man was using both sides of the street for his drive.—Salem Statesman.

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Stewart states that he wishes to have a parade, a float, a band, a crowd, which takes part in the show, and many other things made some sort of a show.

Thousands of people view these floats and a wide publicity opportunity for state advertising is possible, the commander says.

The best place for real advertising, however, is offered at the state dinner. Here tables are spread for each state and many groups have been staging special advertising stunts. There is a great opportunity here, Dr. Stewart says, for some real state advertising.

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The Legion auxiliary is preparing a great model of Mt. Hood which is to occupy the Oregon table. No state has ever yet distributed fruit as favors at this dinner, it is said, and Dr. Stewart has proposed that pears, apples, stuffed prunes, or some other fruit favors be distributed through the great crowd by girls in costume, each favor having some reading matter of a distinctive nature for Oregon.

It is desired that the advertising be of a state-wide nature rather than local, and for this reason it is desired to get concerted action on the part of the respective chambers of commerce.

Suggestions for some particular method of statewide advertising is desired, and some definite means of getting action is wanted. The Roseburg Chamber of Commerce directors in their regular meeting yesterday, authorized Secretary Antles to write all chambers in the state, and suggest that the idea be further developed and that some action be taken. The state chamber of commerce will probably be asked to head the proposition and secure donations of money from the various chambers to make the plan a success.

Dr. Stewart says that the department of Oregon stands ready to carry out the advertising plan which may be suggested by the Chambers of Commerce, and is willing to do whatever is decided upon by the Legion, however, has no funds with which to do this sort of work, and is looking to the Chambers of Commerce to supply the funds and direct the activity.

HAIRCUT AND SHAVE COST MORE NOW IN PORTLAND

(Associated Press Leased Wire.)

PORTLAND, Ore., Sept. 2.—The price of haircuts for members of both sexes was raised from 50 to 65 cents here today, following a conference of master barbers last night. The price of a shave also was raised, from 25 to 35 cents.

The barbers said the increase was necessary to meet the raise recently granted to journeymen barbers.

Harry Ansoma of Reedport forfeited ball of \$15 in police court Monday in preference to appearance in answer to a charge of reckless driving filed against him Saturday night by State Traffic Officer Kenneth Bloom. According to Bloom the Reedport man was using both sides of the street for his drive.—Salem Statesman.

JITNEUR SLAIN ON ROAD NEAR INDEPENDENCE

Starts Toward Albany With Three Men; Body Found an Hour Later.