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VOL. XIII NO. 143 OF THE EVENING NEWS

SHENANDOAH CRASHES

FOURTEEN OF CREW DEAD

NO TRACE OF NAVY PLANE AND CREW THAT DROPPED INTO OCEAN NEAR HAWAII

Believed Buoyancy Empty Gasoline Tanks Keeping Craft Afloat—Secretary Wilbur Cancels Remaining Scheduled Flights to Center All Efforts on Hunt.

(Associated Press Leased Wire.)
SAN FRANCISCO, Sept. 3.—Search for the missing naval seaplane PN-9, No. 1, and crew which disappeared in mid-Pacific Tuesday afternoon after riding along on the high hope of reaching Honolulu on a record making flight, continued today after overnight reports to naval headquarters from searching surface and aircraft brought only routine messages of the continuing search.

Without word upon which to rely for the missing plane and its crew might not be found, naval officers today had explored the field of conjecture in surmising what happened after the plane was forced down by lack of fuel.

The most favorable theory advanced was that the plane had made a successful landing in the ocean less than 300 miles off the Hawaiian coast at 1:45 p. m. Tuesday, drifted out of the search area and was beached on some island point. The navy withdrew from further attempts to make a non-stop flight to Honolulu from San Francisco when announcement was made here yesterday abandoning the projected take-off of the huge PB-1 which was scheduled to start for Honolulu today.

One hundred and fifty drums of

EARLY NEWS OF CRASH GIVEN IN EXTRA EDITION

- The News-Review scored again today in furnishing the important news of the day, hot off the wire, to the people of Roseburg.
- At 7 o'clock this morning the huge U. S. airship Shenandoah crashed in Ohio. News of the disaster was promptly bulletined in front of the News-Review office, and as the leased wire opened more detailed news of the tragedy filtered in. By 9:30 a. m. the Associated Press had the general details established and was able to furnish the names of the dead, injured and missing, and this news was supplied over the leased wire.
- Without loss of time the News-Review force organized for the publication of a street edition, and at 9:35 the first copies were off the press. The extra street edition carried a full account of the crash, the names of the dead and injured members of the crew, and a very correct account of the disaster, as was shown by the later and more complete stories received later in the day.
- This extra service was supplied without cost to the city by the News-Review, eight hours ahead of its regular edition, and twenty-four hours ahead of any Portland or other state paper.

gasoline were landed at Lahaina, the island base from which the air forces under orders to conduct the search of the area in which the big seaplane disappeared.

Empty gasoline tanks which probably caused the plane crew to despair of reaching Honolulu, became their hope of rescue when the craft was forced down. It was estimated by the plane builder that buoyancy of the empty gasoline tanks would be sufficient to float 10,855 pounds on the water, the weight of the plane without fuel.

The missing PN-9, No. 1, was in the air about 23 hours when it dropped from sight.

The skill of Commander John Rodgers in charge of the craft, caused navy officials here to remain hopeful that the missing commander and crew were still alive.

Wilbur Halts Program
WASHINGTON, Sept. 3.—Secretary Wilbur today ordered the proposed San Francisco-Hawaii flight of the naval plane PB-1, postponed indefinitely.

The secretary's order was issued to permit continued concentration of efforts on the search for the missing PN-9, No. 1, which disappeared near Hawaii Tuesday. The step superseded a plan by naval officials at San Francisco to start the PB-1 tomorrow.

Officers Miss Guess
SAN FRANCISCO, Sept. 3.—Early today before receipt of the word from Washington that Secretary Wilbur had ordered the postponement indefinitely of the Hawaii flight of the PB-1, the flight commander's office here sent a telegram to Secretary Wilbur recommending that the flight be permitted today, if weather conditions were favorable. The belief was confidently expressed that under ideal weather conditions, the flight would be easy for the PB-1.

The message requested that no statement be issued to the press regarding postponement of the scheduled attempt until the flight project commander was able to present data and information available to show the possibilities of success and the plans for holding it without prejudice to the search for the missing PN-9 plane and its crew.

Enough For While—Wilbur.
WASHINGTON, Sept. 3.—The proposed flight of the naval plane PB-1 from San Francisco to Hawaii will be called off entirely, Secretary Wilbur announced late today, until some very definite reasons in the future show it is desirable.

The secretary's statement followed announcement that the flight had been indefinitely postponed. The practical abandonment of the flight was attributed to belief on the part of the secretary and the many ranking naval officers that nothing of real value was to be gained from it and that the navy had "had enough trouble for a while."

"We don't want to hazard the lives of other men," Mr. Wilbur said, referring to the Shenandoah and PN-9, No. 1, accidents. "Until we have some definite reasons." The suggestion that led to his decision, he asserted did not come.

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THREE INJURED WHEN OIL STOVE STARTS BAD FIRE

Man and Woman Trapped on Upper Floor of House Have to Jump.

MRS. STEELE BURNED
Neighborhood Threatened by Fire Which Completely Destroys Residence on Germond Street.

Mrs. Beesie Steele, of Germond Street and Mr. and Mrs. E. W. Iverson, recent arrivals from Portland, were all injured yesterday evening, when Mrs. Steele's home was destroyed by fire. Mr. and Mrs. Iverson, trapped on the upper floor, were forced to jump from the second story window, a distance of almost 30 feet, the woman sustaining a bruised shoulder, while Mr. Iverson's back was badly wrenched. Mrs. Steele's face and hands were burned when she tried to enter the building after it was afire in an effort to save some of her personal effects.

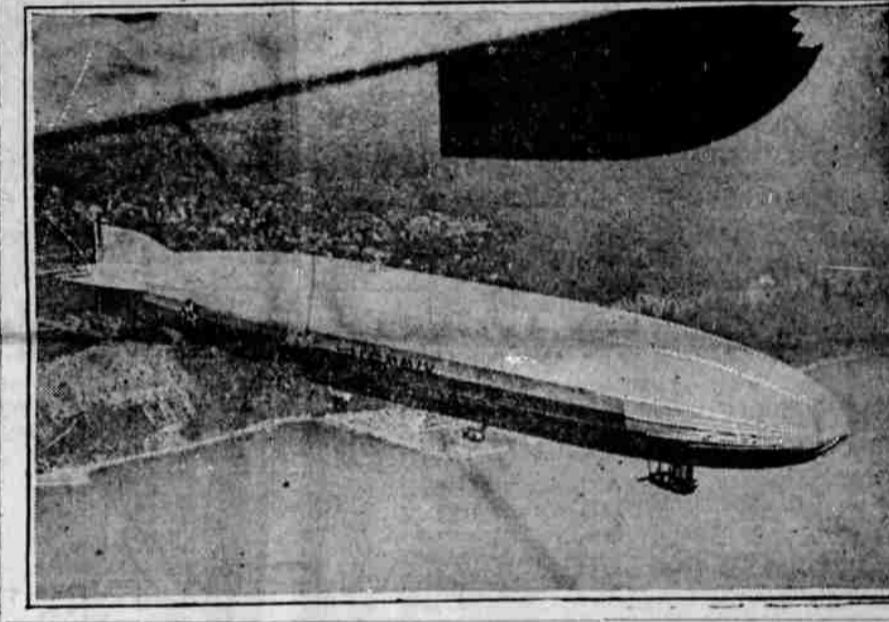
The fire was started by the explosion of an oil stove. Mrs. Steele had been called to the door by Mrs. B. L. Eddy, a neighbor, and was standing in the front room, when the explosion occurred, otherwise she doubtless would have been burned to death. She warned Mr. and Mrs. Iverson who dashed upstairs after some of their goods. The man and woman were trapped there and were forced to jump from the high side of the house, which was situated on a hillside. Three out-buildings were burned and the entire neighborhood threatened by the fire.

The fire started just after Mrs. Steele lit one of the burners on the oil stove in her kitchen. As she started the stove, Eddy rapped at the front door and Mrs. Steele turned away. Almost immediately the stove threw fire over the entire kitchen and when Mrs. Steele turned back into the room she saw that it was all ablaze. She seized several comforts from the bed with the intention of smothering the fire, but was unable to enter the kitchen.

Mr. and Mrs. Iverson, who came from Portland a short time ago were occupying apartments in the building, having two rooms downstairs and two rooms on the upper floor. Mrs. Steele found them in their rooms downstairs and warned them that the house was afire and to leave quickly. Mr. and Mrs. Iverson had some valuable articles upstairs and attempted to save them, but by the time that they reached their rooms the entire house was blazing, so quickly did the fire spread, and they were forced to jump for their lives. They were unable to reach the low side of the building, and had to jump from the high windows, a distance of fully thirty feet to the ground. In the fall the woman injured her shoulder quite badly, and Mr. Iverson's back was wrenched in such a manner that he probably will be incapacitated for some time. Mrs. Steele, who is an elderly lady, endeavored to force her way back into the burning house to secure valuable papers and currency.

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The Mammoth Dirigible Shenandoah Which Crashed Early This Morning



EX-CONVICT PUT UNDER ARREST ADMITS MURDER

Killing of Independence Jitneur Confessed at The Dalles.

IS SOMEWHAT HAZY

Arrested While Hiding in Railway Yards After Recovery of the Stolen Auto.

(Associated Press Leased Wire.)
THE DALLES, Sept. 3.—W. R. Lloyd today confessed to the slaying of Clinton I. Baun near Independence Tuesday night, according to Deputy Sheriff George Shearer.

He said he was alone with Baun at the time. J. H. Hite, who was arrested and held for investigation, has been released.

Officers said Lloyd is somewhat hazy about details of the slaying, saying "I can't remember everything." He now admits ownership of the gun found in his suit case, they said.

THE DALLES, Sept. 3.—W. R. Lloyd, former convict in the Oregon penitentiary, being held here in connection with the murder Tuesday night of C. I. Baun, independence garage man, admitted today, officers say, that he had taken money from Baun and stolen his car.

Lloyd denied any connection with Baun's death and said that he must have been out of his head at the time of the robbery questioning officers declared.

Lloyd's purported confession was

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Shenandoah Death List

WASHINGTON, Sept. 3.—The cruiser Shenandoah's senior surviving officer reported to the navy department today that 13 were killed, two injured, and one remained unaccounted for in the wreck.

The message was from Lieutenant Commander Charles E. Rosendahl, navigator. He said Lieutenant Commander Zachary Lansdowne, the commanding officer, whose home was in Greenville, O., and second in command; Lieutenant Commander Louis Hancock, executive officer of Austin, Tex., were among the killed.

The other dead named in the dispatch included Lieutenant J. B. Lawrence, senior watch officer, of St. Paul, Minn., and Lieutenant A. R. Houghton, watch officer of Allston, Mass.

Lieutenant (J. G.) E. W. Shepherd of Washington, D. C.

Enlisted men listed as killed were:

- Everett P. Allen, aviation chief rigger, Omaha, Neb.
- Charles Brown, aviation chief machinist mate, Toms River, N. J.
- James W. Cullinan, aviation pilot of Binghamton, N. Y.
- Ralph T. Joffray, aviation rigger, St. Louis.
- Selestino P. Mazzuko, aviation machinist's mate, Savannah, Ga.
- Bartholomew O'Sullivan, aviation machinist's mate, Lowell, Mass.
- George C. Schnitzer, chief radioman, Tuckerton, N. J.
- William H. Spratley, aviation machinist's mate, first class, St. Louis, Mo.
- James A. Moore, Jr., Savannah, Ga., aviation machinist's mate, first class.

RADIO BROADCASTS MESSAGE FOR MAN KILLED HERE TUES.

Radio KGO at Oakland, California, was last night broadcasting a message endeavoring to locate Hoart L. Sturgill, alias Charley Moore, who was killed here in an auto wreck, early Tuesday morning.

The message stated that the young man was killed Tuesday morning when his car turned turtle on the corner of Stephens and Mosher streets, and his mother was located and notified of the accident. She wired to have the body shipped home, and it has been sent to Virginia by Coroner M. E. Ritter.

DROPS IN 3 PARTS NEAR OHIO TOWN

IRRESISTIBLE WIND ENCOUNTERED AT HIGH ALTITUDE—NEARLY ALL VICTIMS IN CONTROL CABIN, DEMOLISHED BY IMPACT WITH EARTH.

(Associated Press Leased Wire.)
CALDWELL, O., Sept. 3.—The giant dirigible Shenandoah is no more. It went down in three pieces here early today and killed its commander, Lieutenant Commander Zachary Lansdowne, and at least thirteen of the officers and men, making up her crew.

The airship struck a line squall—a variety of storms most feared by airmen—shortly after 5 o'clock near this Noble county village, while traveling at an altitude of 3,000 feet enroute from Lakehurst, N. J., to the west.

Most of the dead were found in the tangled wreckage of the control cabin where a full crew was on duty, attempting to ride out the buffeting winds which resulted in the complete destruction of the giant of the air.

Ambulances and other conveyances which carried physicians and others to the scene immediately following the accident were transporting the dead and injured to nearby towns. Those who met death in the unsuccessful flight against the elements were taken to Belle Valley, while the injured were scattered in the various hospitals of the community.

Survivor Describes Disaster.
The story of the disaster is one of heroism of the crew, pioneers in the interest of the development of lighter than air transportation. It is best told by Colonel C. G. Hall, United States army observer, aboard the ill-fated ship.

"We were traveling west at an altitude of about 4,000 feet when we encountered a storm," Colonel Hall said in describing the accident. "By changing our course a dozen or more times, we dodged it only to encounter a line squall which sent us to an altitude of 5,500 feet before we realized what had happened."

"We opened the valves to let out gas and lowered the ship and were lowering away from the storm at a fifty mile per hour rate when the storm enveloped us and broke the ship into three pieces. I exclaimed to Commander Lansdowne 'Every one beat it.' When the crash came, I was on the ladder leading from the control cabin to the rear portion of the ship. As I started to fall, I clutched a girder from which I hung suspended, finally swinging my body over it and crawling forty or fifty feet back into the ship."

When he reached the ship proper, Colonel Hall said that he found other members of the crew preparing to open the valves in order to bring about a descent. Here he found Lieutenant Roland G. Mayer, leading officer, and Lieutenant J. B. Anderson, aerologist. The latter, Colonel Hall said, had made his way to the rear on the east walk. All three descended safely.

Colonel Hall said that the catastrophe was in no way attributable to any defect in the ship. Meteorological advices, warning the navigators of the storm would have saved the ship, he said. Since there were no meteorological stations in the vicinity, however, the

Crew Displays Heroism.
Colonel Hall voiced high praise for the navy crew of the dirigible. Even immediately after the crash he said, the crew's behavior was remarkable. Each man took the situation quietly, departing himself as if he were on a fire tugboat and attempting to bring the craft to ground in the best manner possible.

In all there were eight men who made the perilous ride on the portion of the ship on which Colonel Hall found himself. It drifted for the better part of a half hour and covered a distance of ten miles or more before coming to earth.

Intense excitement prevailed in the mining community where the ship fell. In an almost unbelievably short time news of the disaster had spread over the entire countryside and roads were black with automobiles carrying doctors, undertakers, officials and morbidly curious to the points where the various portions of the ship fell.

Each portion of the ship was completely wrecked by the impact with the ground and early arriving souvenir hunters were making off with bits of the bag, splinters of wood and other portions of the mechanism. A volunteer guard finally was thrown around the area at the request wired to Columbus for fifty men and three officers to guard duty.

Tragedy Stuns Villagers.
At Belle Valley, where the bodies of the dead men were being assembled under direction of Lieutenant Commander Charles R. Rosendahl, grief prevailed. Villagers, the drab

(Continued on page 3.)