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LITTLE HOPE REMAINS FOR LOST FLIERS

Crew and Plane PN 9-No. 1 Now Believed Toll of Sea Near Hawaii.

SEARCH IS WIDENED

Theory Now That Ocean Not Distinguishable From Rain and Drop Was Disastrous.

FAINT RAY OF HOPE.

(Associated Press Leased Wire.) ST. AUGUSTINE, Fla., Sep. 4.—The St. Augustine Record today says a local radio operator talked with a United States warship 400 miles off the Samoa Islands and learned the missing seaplane PN-9, No. 1, had been found with all aboard safe.

No confirmation of the report has been received. Herbert Felkel, editor of the Record, talked with the amateur and said the latter would not make public his name or that of the battleship operator, as he was afraid of getting into trouble.

The amateur used a short wave length of 38.5 meters and talked in telegraph code with the naval ship, the Record story says.

WASHINGTON, Sep. 4.—The navy department had no information today bearing on the report of a St. Augustine amateur wireless operator that the PN-9, navy plane lost in the Pacific, had been found and all on board were safe. The last official word they received regarding the plane's plight was yesterday morning and that was indefinite.

SAN FRANCISCO, Sep. 4.—A message from the U. S. S. Aroostook sent at one o'clock Pacific standard time, reported the search for the PN-9 continuing. The flight commander's office said this disposition of reports that the lost plane had been found.

ST. AUGUSTINE, Fla., Sep. 4.—The St. Augustine Record late today said Arthur S. Almon, local amateur radio operator, this morning talked with the U. S. S. Aroostook, with the destroyers in the Pacific and learned the PN-9 had been found with all aboard safe. Information from official sources, however, failed to confirm this report and authorities gave little credence to it.

HONOLULU, Sep. 4.—Into the limbo of "ships lost at sea without a trace," has gone the giant seaplane PN-9, pride of the navy, and Commander John Rodgers with his four companions, pioneers of naval aviation, who set forth fearlessly from San Francisco last Monday afternoon and disappeared on Tuesday afternoon. It seemed most probable with the passing of the sixtieth hour since the plane came down. Although the search for the missing plane and members of the crew is still proceeding with increasing force and frantically intensive, air station officers, who had maintained rigid faith in the hope that the plane would be discovered, yielded from their position last night dolefully shaking their heads and saying:

"Too bad, but we had better watch Commander John Rodgers and his crew from the list."

The hope of the halting expression of the unwilling feeling that it would only be a miracle if the plane were discovered and the occupants rescued, now searching detachments, reinforced by the destroyer, Reno, are speeding toward station 4, where the Aroostook had her place in the line of the guard ships. Here the searchers will be re-organized to-day and their efforts intensified with vessels proceeding to occupy a new scouting line in the entrance to Kaula channel. Commander Wilbur Van Auken of the Aroostook reported last night that the Aroostook had contacted between latitude 15° 15' and 15° 35' and longitude 23° 20' and 24° 15' and found no news from any vessel.

Aviators grudgingly express the opinion that one of two things probably happened to Rodgers if the plane is not still aloft. First, that he was unable to turn into

OTHER AIRPLANE CRASHES DOWN; MAN AND BOY KILLED

(Associated Press Leased Wire.) CLEVELAND, O., Sep. 4.—A 13-year-old boy and a man were killed here today when an airplane crashed more than 1,000 feet into Highland Park cemetery.

The plane had been circling above the municipal golf course and the cemetery when it seemed to develop trouble.

OREGON DOCTORS ELECT; G. E. ROCKY IN HEALTH BRANCH

Paul Rocky Is President of Society—Wives Form Auxiliary to Aid in Campaign.

(Associated Press Leased Wire.) MEDFORD, Ore., Sep. 4.—With the election of officers for the new year and the unanimous endorsement of a resolution opposing the construction of the Sky line trail along the Cascade range in Oregon as a menace to health through the contamination of the water supply, the 51st annual convention of the Oregon State Medical Society came to an end this noon, and the delegates departed for their various homes, many of them via Crater Lake.

Dr. Paul Rocky of Portland will be president of the society the ensuing year, having been elected at the 1924 convention. Dr. W. B. Morse of Salem was elected president to succeed Dr. Rocky in 1926.

Other officers elected follow: Dr. W. W. F. Holt, Medford, first vice-president; Dr. Warren H. Hunt, Klamath Falls, second vice-president; Dr. J. H. Robinson, Albany, third vice-president; Dr. J. L. Elise, Portland, treasurer; Dr. P. D. Stricker, Portland, secretary; Delegate to the American Medical Association, Dr. William Kuykendall, Eugene, alternate; Dr. E. B. McDaniel, Portland, Councillors; Dr. Lee Bouvy, La Grande; Dr. C. L. Booth, Portland; Dr. C. E. Sears, Portland.

New officers of the organization of the public health league were elected as follows: President, Dr. L. A. Shumner, Portland; First Vice-President, Dr. W. P. McAdory, Lakeland; Second Vice-President, Geo. E. Houck, Roseburg; Secretary, Dr. F. C. Stricker, Portland; Treasurer, Dr. C. J. McCusker, Portland.

MEDFORD, Ore., Sep. 4.—A woman's auxiliary to the Oregon State Medical society was formed at a meeting of the society here last night, to consist of doctors' wives banded together primarily for the fostering of public health work through state and county organizations.

The following committee was appointed to draw up a constitution and by-laws of the new organization: Mrs. J. Earl Elise of Portland, chairman; Mrs. Courtland L. Booth, Portland; Mrs. W. B. Neal and Mrs. C. E. Hunt, Eugene. The constitution will be presented at next year's meeting of the society for adoption.

At last night's meeting and banquet, Dr. A. C. Kinney of Astoria, president, who was elected first president of the society fifty years ago, gave an interesting history of that organization and called attention to the fact that of the 17 original members he was the only one now surviving.

He said that he first studied medicine in New York State under former Premier of France, Georges Clemenceau, who was a medical instructor at that time, and, having lost a brother through typhoid fever, Dr. Kinney then made a resolve to fight this disease throughout his life. Thanks largely to the work of the state board of health and the medical society, he said, that typhoid epidemics in Oregon had now been practically eliminated.

The convention will close today with the election of officers and the selection of the convention city for next year.

SHENANDOAH IS LOOTED

Lansdowne's Widow Blames Sec. Wilbur

Hardly Anything Left to Assist Inquiry Board in Its Labors.

GHOULS PREY ON WRECK, TAKING PARTS OF VALUE

Charge for Admission to Ranches and for Water to Drink—Plans of Navy Altered.

FARMERS HAVE GRAFT

(Associated Press Leased Wire.) CALDWELL, O., Sep. 4.—Air rushing into holes torn in the Shenandoah by the twisting off of the radio and control cables caused the buckling of the ship and its breaking up into two major parts, in the opinion of the naval board of inquiry that visited the wreckage of the ship's prow today.

Progress of the investigation was greatly impeded because of looting. Loss of the ship's barograph by theft and the theft of the controls and some of the motors were deplored. Looting continued all night.

Naval officials expressed deep concern over the absence of such portions of the wreckage as whole motors, the control wheel, switchboards and various minor controls. These are vital in the investigation, but they have been scattered far and wide. A control wheel was reported to be somewhere in Caldwell, and a switchboard, six feet long, was seen going through Caldwell yesterday. Persons were found who said they saw one motor being carted away.

Farmers around the Shenandoah wreckage scenes charged admission prices to the grounds today. Their scale was 25 cents per person, or one dollar for automobiles. Water was sold at ten cents a glass.

14 Victims in Morgue. CALDWELL, O., Sep. 4.—On gently sloping hillsides some twelve miles apart, winds today whipped through flapping yards of silk and twisted and broken aluminum of the crashed Shenandoah, until yesterday a proud mistress of the skies and pride of the United States Navy.

What remains of the only American-built giant dirigible, which met disaster in a thunder squall near here early yesterday morning, was being broken up by the wind, much the same as an ocean going ship aground is broken up by the waves.

Fourteen dead members of the crew, including Lieutenant Commander Zachary Lansdowne, lay in an improvised morgue in Bell Valley, their faces uncovered to the view of the visiting hundreds. Twenty-two of the survivors are enroute to Lakehurst, N. J., the air port from whence the Shenandoah embarked Wednesday afternoon for her voyage into the heart of the continent. Three of the officers and two of the crew spent last night in Caldwell, where they were joined by naval officers from Cincinnati, Cleveland, and Pittsburgh. Two injured members of the crew are in a Marietta hospital.

Line Squall Dreaded. After last nightfall a guard was thrown around the approaches to the wreckage in a belated effort to stem the tide of curious visitors who thronged the scenes by thousands from early yesterday through last night. Nothing could have saved the dirigible in its battle with the storm, according to consensus of all members of the crew. Neither was it any fault of the ship, in their opinion. The disaster was the result of the most feared of storms to an aviator, a line squall, the result of the clash of hot and cold air currents.

Lieutenant Charles E. Rosendahl, who came into command of the crew after the death of Lieutenant Commander Lansdowne and Louis J. Hanraack, declared that nothing could have saved the Shenandoah and that human hands could not have fashioned a ship to live through the ordeal.

Commander J. H. Klein, executive officer of the Lakehurst, N. J., (Continued on page 5.)

Reduction of Number of Safety Valves on Shenandoah Akin to Murder, Declares German Expert

(Associated Press Leased Wire.) TOMS RIVER, N. J., Sep. 4.—Captain Anton Heinen, former German dirigible pilot and construction adviser in the building of the Shenandoah, said today that the removal of the 18 safety valves on the dirigible's gasbags was the cause of yesterday's disaster and that the victims of the crash, "gave their lives to save this precious helium."

In the storm the craft rose too fast for the remaining valves to let off sufficient gas, he said, the upward movement of the ship causing rapid expansion of the gas bags which broke the shell of the ship in the middle.

"I would not call it murder," said Captain Heinen, "but I cannot put it too strongly, that if it had not been for the foolishness in cutting down the number of safety valves, the crash would not have occurred."

WASHINGTON, Sep. 4.—Navy department officials declined to comment today on the assertion of Captain Anton Heinen, consulting engineer in the construction of the Shenandoah, that the reduction in the number of safety valves in the bags of the dirigible was responsible for the wreck.

Secretary Wilbur said he would not discuss such technical matters and preferred to await the report of the board of inquiry which will go into all phases of the disaster.

Colonel Mitchell says such disasters would not be frequent with aviation under a special air service department.

Dirigibles and balloons are merely bubbles of gas in frail envelopes, Secretary Wilbur comments. Henry Ford was to have taken a ride on the Shenandoah when it reached Detroit.

C. P. Burgess, an engineer, who helped design her, says the Shenandoah was the strongest ship of her kind built except the Los Angeles, which is shorter and fatter.

Helium saved fourteen; had hydrogen been used there would have been an explosion.

There is not enough helium left to fly the Los Angeles now. "Don't think that the days of the airship are numbered," says Lieutenant Commander Rosendahl, a survivor.

Chief Machinist Charles H. Broom, who was killed, had survived the ZR-2 disaster.

The Shenandoah, two years old, and costing \$2,000,000, had flown 30,000 miles beating any other dirigible's record.

COMMANDER OF PLANE FORESAW TRIP'S DANGER

Lansdowne's Widow Says Politics Forced Her Husband to Go.

GLAD OF HIS HEROISM

Secretary Wilbur Asserts in Reply That Aviator Allowed to Use His Own Judgment.

(Associated Press Leased Wire.) LAKEHURST, N. J., Sep. 4.—Children left fatherless by the naval dirigible Shenandoah's ill-fated western trip were mourning today in their homes near the naval air station, the headquarters of the "daughter of the stars," and her mate, "the angels."

Mrs. J. H. Klein, Jr., wife of the commanding officer at Lakehurst, called on all the bereaved families and found them taking their sorrow with the philosophy of the birdman's wife as expressed by Mrs. Zachary Lansdowne, widow of Lieutenant Commander Lansdowne, who was killed.

"When I married an aviator," said Mrs. Lansdowne, "I knew what chances were being taken and I will not knuckle down now. I am glad Zach died with his boots on. I intend to go through life with mine on. When a girl marries an aviator she takes a chance. I have gambled and lost."

Mrs. Klein, after consoling the bereaved, said: "They were all perfectly wonderful. Every eye was dry and their only thoughts were to help each other. They are great sports."

Young, with black bobbed hair and blue eyes and dressed entirely in white, Mrs. Lansdowne said her husband had a premonition of disaster. Since last June, she declared, the Lieutenant Commander used all his influence to call off both this and a previous western trip because the ship was likely to get into trouble in thunder storms with the hot air going up and the cold air coming down. A big airship getting into this would snap in two.

"He used every bit of influence he had to keep from going, but the secretary of the navy wanted to play politics by sending the ship over the middle western states, so he had to go. He never appeared worried over any previous flight but before starting on this one, he was extremely nervous and fearful that he could not get through."

Wilbur Contradicts Widow. Some officers at the station disagreed with Mrs. Lansdowne's assertion that politics caused the trip. The purpose of the trip, they said, was to experiment with untrained ground crews and test the new mast erected by Henry Ford at Detroit.

A Washington dispatch to the New York World quotes Secretary Wilbur as saying in regard to Mrs. Lansdowne's comments: "Commander Lansdowne was allowed to choose his time. His judgment was that it would be safe to make the flight at this time. I would not have permitted the flight against the judgment or protest of Commander Lansdowne."

Commander Lansdowne was on his first day of his 17th year in the navy when killed. It was to have been his last flight, as he had been ordered back to sea duty September 18. He and Margaret Ross of Washington were married in 1921 after a war romance in France, where she was a Red Cross nurse. (Continued on page 3.)

PIRATES FAVORED AT 7 TO 5 TO WIN WORLD'S SERIES

(Associated Press Leased Wire.) NEW YORK, Sep. 4.—With Pittsburgh and Washington far ahead in their respective leagues, the Pirates are speculative favorites to win the world series, being rated a 7 to 5 shot in some quarters.

Superior pitching and aggressiveness are the counts upon which the Pirates are receiving the edge. Their nine straight victories are regarded as an indication that they will finish so far in front of the national league that they will be in ideal mental and physical condition for the series.

JOE DUNNE OPENS FIGHT ON KOZER IN PORTLAND COURT

Situation Over Registration of Foreign Cars in Roseburg Leads to Open Rupture.

SALEM, Ore., Sep. 4.—Circuit Judge L. H. McMahon this afternoon granted a writ of mandamus to the petition of Joe Dunne for the Oregon State Motor Association, directing Sam A. Kozar, secretary of state to appear and show cause why he should not be directed to name the motor association as his sole agency in the city of Roseburg, for the purpose of registering motor vehicles.

In this petition, Mr. Dunne sets forth that by verbal agreement with the secretary of state, it was agreed that the motor association branch in that city was to be the sole registration office for motor vehicles from outside the state, and that contrary to that agreement, Mr. Kozar has refused to issue registration cards to the motor association. Further the petition states: "That said service in said city of Roseburg as now conducted, entails confusion, is a useless expenditure of public funds, and the continuation of the said Chamber of Commerce, as an agency of defendant for registration of said motor vehicles is in the interest of defendant's future ambitions, and to build up a political organization and machine in furtherance thereof and his refusal to utilize said Oregon State Motor Association at Roseburg, is arbitrary and without reason or excuse."

Judge Mahan set October 22 as the date for Secretary Kozar to appear in court and make answer to the writ.

The action of the motor association brings to a crisis the trouble which has long been brewing between the Roseburg Chamber of Commerce and the triple A organization. The Oregon Motor Association was given a great deal of aid by the Roseburg Chamber of Commerce in the formation of its local branch, with the general understanding that the headquarters would be located in the Chamber of Commerce office. When the branch was established, however, it was located elsewhere over the chamber's protest. Secretary of State Kozar had previously named the Chamber of Commerce as his agency here for the registration of foreign cars, and refused to grant the local auto agency the right to carry on this work. Mr. Dunne then sent down registration blanks from Portland, and cars have been registered at the Association's office on Portland blanks. The Chamber of Commerce spent considerable time and efforts in locating the Southern Oregon registration office here, and it is believed by its members that the Automobile Association, which did nothing to establish the registration office here, has no claim to the right of registering foreign cars.

That Joe Dunne deliberately "sold out" the Roseburg Chamber of Commerce, and is now seeking to further his own political ambitions by an attack on Secretary of State Kozar, is the claim of L. L. Crocker, president of the Roseburg Chamber of Commerce.

"The reason for the Roseburg Chamber of Commerce objecting to the registration bureau going to the triple A office is one of state interest," Mr. Crocker says. "The state office makes no effort to give information to the prospective buyer, and had it not been for being 'sold out' by Joe Dunne, president of the State Motor Association, and George Brandenburg, his cohort, the present triple A office would be with the Chamber of Commerce where it belongs. The only apparent reason that I can see for Mr. Dunne's action, is for a little political prestige of his own. Mr. Kozar, who has made two trips to Roseburg in connection with this matter, has been more than fair to the state association, and the people of the state owe him a great deal."

(Continued on page 6.)

MURDERER'S SOLE MOTIVE WAS TO ROB

Former Convict Relates Story of Crime Near Independence.

MEANT ONLY HOLD-UP

Taxi Driver's Refusal to Raise Hands Followed By Shooting and Theft of Car.

(Associated Press Leased Wire.) THE DALLES, Ore., Sep. 4.—W. L. Lloyd, ex-convict, who yesterday confessed to the murder of Clinton I. Baun, Independence garage man, today was taken to Portland by Sheriff Hooker of Polk county.

In his confession, according to the district attorney's office, Lloyd said that robbery was the only motive for the killing of Baun.

"We were riding along in the car about 10 miles south of Independence Tuesday night, when the machine developed ignition trouble," said the purported confession.

"Baun got out to fix it. I got out at the same time. I drew a gun and told Baun to 'stick 'em up.' He made a move towards me and I fired. I don't know how many times."

When Baun fell, Lloyd took a small sum of money from the man's pockets and fled in Baun's automobile, the confession related.

Lloyd said he had planned to hold up Baun, steal his car and drive to Eugene, where he abandoned the machine and went to the hotel. Instead, he said, he drove to Portland and on up the Columbia River highway to Mosier, where the machine again developed trouble. There he abandoned the car and went on to The Dalles, where he was arrested Wednesday night, following the discovery of Baun's car at Mosier.

DEATH TAKES ONE OF VANDERBILTS. WEDDED 2 YEARS

(Associated Press Leased Wire.) NEW YORK, Sep. 4.—Reginald C. Vanderbilt, who died today at his country home in Rhode Island, was one of the leading horsemen of the country. He was president of the National Horse Show Association of America, which he organized and also was president of the American Hackney Horse Association. He is the youngest son of the late Cornelius Vanderbilt. He inherited \$16,000,000 from his father when he was 21 years of age, and later in 1919 he inherited \$5,000,000 from his brother, Alfred Vanderbilt, who was lost in the sinking of the Lusitania.

Mr. Vanderbilt was the brother of General Cornelius Vanderbilt of the Countess Lascelles Szechenyi and of Mrs. Harry Payne Whitney. Reginald Vanderbilt married Katherine Nelson, a daughter of Mrs. Frederick Nelson and a niece of Frederick Gebhard, in April, 1903. They have one child, Miss Kathleen Vanderbilt, who married Harry C. Cushing, III.

Mr. Vanderbilt and his wife separated and she brought suit for divorce, which was granted in April, 1920. He was in his 45th year.

Mr. Vanderbilt was married for the second time to Miss Gloria Morgan, daughter of Harry Hays Morgan, consul-general at Buenos Aires. Their marriage was in 1923. A daughter, Gloria Morgan Vanderbilt, was born to them 17 months ago.

MAN GETS OUT TO VIEW LAND; AUTO KILLS HIS WIFE (Associated Press Leased Wire.) REDDING, Cal., Sept. 4.—Mrs. Peter Swanson, of Aberdeen, Washington, was killed today when the automobile, in which she was traveling to San Francisco with her husband, plunged over a 100-foot embankment near Castello. Swanson had halted the car on a steep grade and was standing on a nearby promontory viewing the scenery, when the automobile started rolling backward and hurtled over the cliff.

SPICE OF THE NEWS

VACCINATION LAW UNDER TEST. SAN FRANCISCO—W. S. Wallace of Oakland, has obtained an alternative writ of mandate returnable September 28, requiring the University of California regents to show cause why they should not permit his son, Ralph C. Wallace, to enter the university. The younger Wallace has refused to comply with the state law, requiring that students be vaccinated before enrollment.

HANDS ACROSS UNCLE SAM. VICTORIA—Cecil H. Branson, consul for the Mexican government at Victoria and Vancouver, B. C., announced that Mexico and Canada had resumed diplomatic relations.

BED SPRING KILLS HIM. LOS ANGELES—A bed spring was adjusting fell on Charles Miller and when help arrived he was dead. His head was thrust through one corner of the spring and the taut wire coils still maintained their death grip on his throat.

FANATIC GETS LIFE TERM. LOS ANGELES—Thomas P. Gilchrist, who killed his stepdaughter in "obedience to a divine plan," pled guilty to a charge of murder and was sentenced to life imprisonment in San Quentin prison.