



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.

IF IT WILL HELP DOUGLAS COUNTY — OR THE STATE OF OREGON — THE NEWS-REVIEW IS FOR IT — GOOD AND STRONG !!

VOL. XXVI NO. 250 OF ROSEBURG REVIEW

ROSEBURG, OREGON, FRIDAY, SEPTEMBER 11, 1925.

VOL. XIII NO. 119 OF THE EVENING NEWS

MISSING SEAPLANE AND CREW FOUND

PN-9, NO. 1, TOWED TO PORT BY SUBMARINE R-4; MEMBERS OF CREW EXHAUSTED BUT HAPPY

Underwater Craft on Way to Join Searching Fleet Finds Derelict Plane and Rescues Crew—Fliers Are Given Ovation Upon Arrival.

PLANE AND CREW SAFE
HONOLULU, Sep. 11.—(A. P.)—Their food supply exhausted for four days, burned by the tropical sun, bearded and worn, Commander John Rodgers and the four other members of the naval seaplane PN-9, No. 1, were ashore today at Nawiliwili, 64 miles northwest of Honolulu after their seaplane was picked up at sundown yesterday by the submarine R-4 and towed to port.

The plane was found 15 miles north of Nawiliwili after being buffeted about for nine days after it was forced down off Honolulu when it had exhausted fuel supplies on an attempted non-stop flight from San Francisco to Honolulu.

RODGERS PROMOTED
WASHINGTON, Sep. 11.—(A. P.)—Commander Rodgers, rescued after nine days afloat in the mid-Pacific in his plane PN-9, No. 1, today was appointed assistant chief of the navy's bureau of aeronautics.

He will report to Washington as soon as possible to assume his new post. Secretary Wilbur decided on the appointment late last night when he learned of the rescue of the PN-9, No. 1, and its crew.

Commander Rodgers will retain for the time being, at least, his present rank, and pay, although he succeeds a captain, A. W. Johnson, who has asked for sea duty.

HONOLULU, Sep. 11.—The seaplane landed at 11 p. m., three hours after it was towed into harbor by the submarine. The aircraft dropped anchor and small boats went to her assistance.

When the happy crew was brought ashore, the men were taken to a Lihue hotel where doctors inspected the men, and then ordered them to bed. All the men bore a haggard look. They plainly showed the strain under which they had lived for nine days. They were heavily bearded, their faces tanned by the tropical sun.

The wings of the seaplane were badly smashed by the seas but the hull was not damaged. The island communities on the point of despair yesterday were celebrating the arrival of the aviators with a joy that found vent in an impromptu parade in the circle in which the island residents joined with the fleet crews just returned from the Antipodes.

The PN-9, No. 1, was forced down just north of the point where the destroyer Aroostook was stationed, less than 300 miles from shore. The fliers experienced no trouble in landing, they said.

In the 21 1/2 hours at a position over which the fliers had elapsed after the end of the attempted non-stop flight, the big plane, buoyed up principally by its empty gasoline tanks, had drifted approximately 450 miles in a line almost due westward from the point where it had dropped from the air to the surface of the water.

The last messages from the fliers picked up by the navy were that the flight route were requests for compass bearings, admissions that they had lost their bearings and, repeated assertions to the effect that "if we live to alight here, we're goners."

Progress of the plane—widened on the face of the water—was slower than calculations of the searching navy forces had indicated. It was slighted at a position over which the fliers had elapsed after the end of the attempted non-stop flight, the big plane, buoyed up principally by its empty gasoline tanks, had drifted approximately 450 miles in a line almost due westward from the point where it had dropped from the air to the surface of the water.

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CONGRESSMAN HAWLEY TO BE IN ROSEBURG ON FRIDAY, SEPT 18

A message was received this morning by the News-Review from Congressman W. C. Hawley, stating that he will be in Roseburg on Friday, September 18, and that he expects to remain in the city over that night. He has planned to visit Roseburg several weeks ago, while on a trip which took him into the Coos Bay region. Important and unexpected matters, however, called him back to Salem, and he has been unable to make his contemplated visit to this city before the date which he has announced. Several matters are to be taken up with people of Douglas county, and those having propositions which they desire to discuss with him can make arrangements for conferences following his arrival. The Republican Central Committee of Douglas county will be in charge of arrangements for his entertainment while here, and will formulate their plans within the next few days. As his visit here is strictly for business purposes, it is not expected that any elaborate preparations for entertainment will be undertaken.

"JINKS" TAYLOR DEAD AS RESULT OF ACCIDENT

Pendleton Chief of Police Thrown from Horse and Skull Fractured.

WAS EX-COWBOY

Familiar Round-Up Figure Died This Morning From Injuries Sustained in Preparing Show.

PENDLETON, Ore., Sep. 11.—W. R. "Jinks" Taylor, Pendleton chief of police, died today as a result of injuries received shortly before 4 o'clock yesterday afternoon at Roundup park. Chief Taylor's horse, a big powerful black well known to Roundup crowds, fell with him and a fracture was sustained at the base of the skull. Mr. Taylor never regained consciousness.

There were no eye-witnesses to the accident, but from those who were near and who picked the injured man up, the horse had apparently stumbled over a rock and turned turtle. When found, the rider was lying with arms outstretched and with blood pouring from his ears. He was rushed to the hospital for medical attention where, in extent of his injuries were ascertained.

"Jinks" Taylor has carried the national color at the head of all Roundup parades since the inception of the show back in 1916. The straight, stalwart figure, upright in beautiful saddle with flowing tapers, carrying Old Glory and mounted on a beautiful black charger, is a familiar one with all Roundup crowds.

For years, it has been Taylor's custom to help handle the stock at the grounds before the show. Taylor, an ex-cowboy, was one of the best riders in the country, and yesterday, he with others, were running the roping steers back from the arena to their barns. Some one carelessly left a gate open leading off over the railroad tracks toward the river and several of the steers raced wildly out to freedom with Taylor in hot pursuit. On the uncertain footing his mount stumbled and turned a somersault with Taylor underneath, and his horse running free, soon attracted attention and the Pendleton officer was picked up.

In 1920 when Til Taylor, then sheriff of Umatilla county, was killed by escaping prisoners, "Jinks" Taylor was appointed to fill out his unexpired term. In 1921, Taylor was named chief of police, and has served in that capacity since. Prior to 1920 "Jinks" served for about 19 years

HIGH LIGHTS ON RESCUE CREW MISSING SEAPLANE

Commander Rodgers and his men, determined to "see it through," took food from the submarine launches that towed them to harbor, but refused to leave their plane until it was safely beached.

Establish Derelict Record
The valiant fliers were in the water a total of 218 1/2 hours—establishing probably marathon record for derelict seaplanes.

Crew in Good Spirits
While the PN-9, No. 1's crew was attempting to anchor it in the harbor, a Hawaiian swimmer made his way out to the plane to tell the commander that he was in a dangerous place. "All right, tow us to the beach," was Rodger's reply.

Navy traditions were upheld to the very last. Commander Rodgers was the last to step from the ill-fated plane. The men were pale and haggard but not in low spirits.

Flight First in Mind
"Has the PB-1 made a successful flight to Hawaii?" was one of the first questions put by the fliers to their rescuers. (The PB-1 was to have started with the two other planes but was prevented by a mechanical mishap. It since has been held in San Francisco.)

Hull of Plane Intact
The hull of the PN-9, No. 1, was intact when found by the submarine. Food and water gave out the fifth day after taking to the water but fabric was torn off the wings and with this rainwater was caught for drinking. The fliers stated that their lives were saved by the water which they impounded.

Fish Jumps in Plane
The nine days of buffeting about on the shark infested seas was not sufficient to rob the hardy birdmen of their senses of humor, when a big Maulet fish, jumped into the boat as it was being towed ashore. Radio Operator Stanz picked it up and said: "Big boy, if you had only done that two days ago, you would not have lasted long."

Given Great Rescue
Nine day beards and sunburned faces greeted of all Kauai Island that crowded down to the beach to greet the rescued heroes. The reception was an enthusiastic that Commander Rodgers declared:

"Hell, I like this place and I'm in no hurry to get away."
Mother's Still Used
In addition to catching water in sails, stranded sailor style, Rodgers made use of a still which a thoughtful mother had prevailed upon him to carry for emergencies.

Location of Drop Fixed
Calculations of the naval flight authorities that the PN-9, No. 1, had descended to the surface just north of the station ship Aroostook were verified by the fliers.

Good Weather Experienced
Only one day of rough weather at sea was experienced by the men aboard the lost seaplane. The third day after being forced down, the naval plane encountered heavy sailing but it was seaworthy and rode the waves well.

Radio of No Use
The drifting seaplane was isolated from radio communication with the world, because its drooping antennae was under water.

Signals Were Futile
Despite the sending up of repeated signals the PN-9, No. 1, was unable to attract the attention of commercial ships or the searching naval craft.

EMBEZZLEMENT OF KELSO FUNDS AND PERJURY CHARGED

KELSO, Wash., Sep. 11.—Sheriff Clark Studebaker was today serving eight warrants against prominent Kelso men, seven charging embezzlement of city funds and one charging perjury, which were issued last night at the instance of A. Ruric Todd, former mayor of Kelso. The warrants and complaints were issued from the office of W. M. McCoy, justice of the peace at Castle Rock, and the men will have to go through to arrange bail bonds for \$1500 each.

SURVEY FOR OREGON TRUNK LINE COMPLETED

KLAMATH FALLS, Ore., Sep. 11.—Completion of final surveys for the Oregon Trunk was announced here yesterday by local officials of the road. The entire right of way between here and Bend is now dotted with survey stakes. If the interstate commerce commission grants the right to build, the road can be completed within one year, officials said.

TO APPOINTMENT ROAD FUNDS.

WASHINGTON, Sep. 11.—The bureau of public roads today decided to apportion road funds authorized for the fiscal year 1927 on December 1, a month ahead of the usual time.

as a deputy under his famous brother, Til.

After the murder of Til Taylor, when posses had finally caught the three desperate men, a mob gathered around the court house with the very definite idea of rushing the jail and lynching the three men. It was "Jinks" Taylor who went out alone to the mob and dissuaded them because "Til wouldn't have wanted it that way."

UNIFICATION OF METHODIST CHURCH GIVEN APPROVAL

YAKIMA, Wash., Sep. 11.—Columbia River conference members, by a vote of 83 to 1, this morning went on record as favoring the unification of the North and South branches of the Methodist denomination.

By the vote of 74 to 5, the ministers also voted to accept laymen as members of the conference.

Laymen of the churches of the conference this morning held their first session and voted unanimously for unification and for their admission as conference session members. They elected F. L. Pickett of Pullman, as chairman, and H. M. Fried of Spokane, as secretary.

This evening the laymen's banquet will be held with Bishop W. O. Shepard making the chief address and Rev. Robert Brumley of Walla Walla presiding.

PAPILLION, Neb., Sep. 11.—The West German ministerial and laymen conferences of the Methodist Episcopal church here today also voted unanimously to unite with the Methodist Episcopal Church, South, to dissolve the West German conference and join the English conferences of the church.

CHEYENNE, Wyo., Sep. 11.—Unification of the Methodist Episcopal church and the Methodist Episcopal church, South, was voted unanimously here today by the annual Wyoming conference.

NEWPORT, Ky., Sep. 11.—The laymen of the Kentucky conference of the Methodist Episcopal church, voted unanimously in favor of the unification of the Methodist Episcopal Church, with the Southern branch.

The question of admitting laymen to the annual conference was carried 29 to 9.

Dr. A. S. Rether of Eugene is visiting in Roseburg and transacting business matters today.

COOS BAY URGED TO GIVE SUPPORT TO S. P. PLAN FOR MONOPOLY

MARSHFIELD, Ore., Sept. 11.—The support of Coos Bay in the carrying out of the Southern Pacific building program of the East-West project, in which the company is spending \$38,000,000, and which is said to prove of benefit to Coos Bay in the reduction of the Eastern route by 230 miles and only possible by the inclusion of other lines in Southern Oregon territory, was urged at a luncheon yesterday to 30 businessmen of Marshfield and North Bend, by Southern Pacific officials.

Ben C. Day, general counsel of the Southern Pacific lines, presented the plan of the road in the building program and the reasons why the Oregon Trunk line should not be permitted by the interstate commerce commission to build from Bend south to Klamath Falls, thus dividing the traffic, all of which Southern Pacific officials claim is needed by the Southern Pacific in order to carry out its program.

The plan of R. H. Corey, to force the Union Pacific to build a line directly East thru the desert and unproductive territory was assailed by Day as an idle dream. However, he said, granting that Corey's plan be feasible, it would take ten years of litigation to force such a line.

FAIR AT SMITH RIVER DRAWS MANY VISITORS

Display of Products Equals That of Many Larger Communities.

GOV. PIERCE TALKS

Need of Country for Roads Emphasized—Land and Water Sports Afford Entertainment.

Roseburg people returning from the Smith River fair held September 7 and 8, in Coos Bay, Oregon, bring reports of a splendid exhibit, and a fair that would bring credit to a much larger community, a community with facilities for transportation and advertising far in advance of Smith River.

The fair was held at the Smith River grange hall, twenty miles up the river from Roseburg, at a beautiful spot on the banks of the river, the only means of access possible for the hundreds of people who attended being by boat. The first need felt by any visitor from outside to the fair, is the need of that portion of the country for roads, and large signs scattered over the grounds emphasized the lack of roads, and showed plainly that the Smith River people were in earnest in their desire to build the state highway.

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MONSTER ROAD DISTRICT IS PROPOSED TO ASSUME COUNTY'S OBLIGATIONS

Immediate Action to Secure Federal Aid on Drain-Scottsburg Section Is Purpose of Organization Proposed by Residents of Reedsport.

Formation of a road improvement district, to assume one-half of Douglas county's proportion on the Roosevelt highway and to complete, with Federal aid the Drain-Reedsport section of the Umpqua highway, is the plan proposed by a number of the residents of the Northwestern section of the county. The plan was presented officially by the county court yesterday by Joseph Lyons and Spencer Hinesdale, of Reedsport, who held a lengthy conference with members of the court regarding the steps proposed to be taken.

Douglas county has two major road projects in the northwestern section of the county, one being the Roosevelt highway, which is proposed to connect up between Marshfield and Reedsport, and the other the Drain-Reedsport section of the Umpqua highway, for which federal aid is desired.

Immediate action is necessary if the county is to take advantage of an opportunity now offered by the government, and consequently the road improvement district plan is offered to meet the emergency.

Douglas county's road money is practically exhausted. It has nothing with which to meet the bill in completing the Roosevelt highway, and with bonds voted almost to the limit, the court has decided to obligate the county for the \$115,000 demanded by the state in the way of cooperation.

On the other hand the government has unofficially agreed to adopt the Drain-Reedsport highway as a federal project, provided, however, that the county shall cooperate in its completion on a 49-50 basis, the county taking the small end. All of the forest mileage allotted to Oregon has been apportioned with the exception of 165 miles. Prineville is making a desperate struggle for the full amount, and will probably get it if Douglas County does not take action. Douglas county, however, has been virtually promised that if cooperation is extended the government will take the Drain-Reedsport section under its wing and complete it. It is plain to be seen, however, that there is no time to be lost, and the government must be given some immediate assurance that Douglas county is willing to aid.

Here again the highway commission holds a trump hand, for no federal highway can be adopted until it has been approved by the state highway commission. Until the highway commission is assured that Douglas county stands ready to assume its share on the Roosevelt highway, the commission apparently does not propose to designate the Drain-Reedsport project as a federal highway, and the county is blocked from securing federal mileage. Consequently both the Roosevelt highway and the Drain-Reedsport road, must be considered as one in any plan to raise money for road purposes, for in order to get the government to take over the financial cost of the county, the state commission must be satisfied concerning the Roosevelt highway.

In order that the county may take advantage of the proposition offered for federal aid, it is proposed by the residents of the northwestern section to come to the financial relief of the county. The plan now offered provides for the formation of what is known as a road improvement district. This district would include territory having a valuation of approximately \$5,000,000. It is proposed to vote a tax levy of 3 mills in that district to be paid in three annual installments of 10 mills each, which would raise approximately \$150,000. Of this money \$57,500 would be applied to pay one-half the county's share on the Roosevelt highway, and the remainder would be used to match the government 49-50 on the Drain-Reedsport section of the Umpqua highway.

"This is a unique procedure in the state of Oregon," Mr. Lyons explains, "as never before has a road district assumed a county's obligation on a state road. Heretofore the state and county have cooperated, the county using bond money to build these state roads, but we now propose to raise one-half of Douglas

County's contribution to the Roosevelt highway, in addition to assuming the burden of cooperating with the government of the proposed federal road.

"Under this plan the remainder of Douglas county would be required to raise \$57,500 for the Roosevelt highway, but we believe that arrangements can be made whereby the state can carry the county for this amount, until such a time as the sum can be paid.

"We cannot afford to miss this opportunity to obtain federal assistance on the Drain-Reedsport road. The government has already voted \$80,000 for this section to be spent with practically no cooperation from the county, and we have been greatly encouraged by the attitude of the bureau of public roads and other government officials in reference to work on the section.

"We realize the position of Douglas County, which is extraordinary. The county has perhaps a greater mileage of road to maintain than any other county. It has been given all the state roads that can be allotted to it, and consequently can receive no further state aid except on the Roosevelt highway, which has already been designated. Some of its hill land has no value and merely cumber the tax records, yet it is counted as area and makes the county's road burden heavier. Then again so much of our land has been withdrawn by the government and pays no tax, that the road situation in the county is one fraught with many problems.

"We people in our vicinity want roads. Reedsport demands an outlet and we are disposed to help ourselves to the limit. Douglas County in voting bonds a few years ago assumed an obligation of 39 miles. We have assumed 44 miles more, and now propose to add another 20 miles in order to help the county out in this existing situation.

"We will have to vote the full amount of money at one time, although we can pay it in annual installments. The government demands assurance that the full amount will be available, as a basis for its contracts, and so we must assume an obligation of 30 miles.

"The government in its consideration of the problem has recognized the situation in Douglas county, and seems willing to let the county set the pace, but before it adopts the coast section of the highway as a federal project, it must be assured that we can carry out our share of the agreement, and for that reason our district proposes to vote enough money to enable a large amount of work to be carried on. The territory which will be included in the proposed road improvement district, lies between the Umpqua river and the south boundary of the county. Where the boundary swings sharply southward, the boundary follows eastward along the section lines, lying just north of Kellogg, including all the Elkton district, striking the Pacific highway just north of Yoncalia and then following north to a point above Drain, which is included, and then turning west, drawing in the Gunter section, and turning south at a point almost due north of Brandy Bar. This eliminates Gardiner, which is working for the Roosevelt highway north of Florence.

FORMER GERMAN VICE COUNCIL NOT GUILTY ON FORGERY CHARGE

PORTLAND, Ore., Sep. 11.—(Associated Press Local Wire.)—Clement J. Pape, former German vice-consul at Portland, was acquitted last night of a charge of forgery by endorsement in connection with a check he had drawn as manager of the Shanghai Building Company, of which he was Portland manager.

Pape is also under indictment on three counts charging larceny by embezzlement for alleged conversion of the funds of the Shanghai company to his own use. The district attorney's office said today Pape would be tried on one of the remaining charges.