

PN-9, NO. 1, TOWED TO PORT BY SUB

(Continued from page 1)

When the five stepped from the seaplane, it was the first time they had left the craft since taking off from San Pablo Bay, an arm of San Francisco Bay, at 2:52 p. m. August 31.

While Commander Rodgers deprecated his own part in the exploit, his men could not give him sufficient praise, and in turn regarded their own parts in the epic sea and air drama, as negligible.

"Rodgers pulled us through," they said. "He should receive all the credit."

"He kidded us," said one of them. "Not once did he lose heart, and the doleful messages we kept picking up failed to impress him. He joked about them and told us about the surprise folks on shore would get when we arrived safe and sound."

Rodgers was the first of the five men to fall asleep after reaching his rooms. His physicians heard him murmur just before he dropped off.

"I'm going to ride in that plane when it's towed to Oahu." Flight Completed.

It was that same determination to complete the flight from the West coast to Hawaii—which made the five aviators stay in the seaplane until it was bached on this island. By doing so, they techni-

cally completed their flight.

Even after their skipper had dropped off to sleep, the members of his crew continued their praise.

"He stood every watch," one of them said of Rodgers. "He wouldn't sleep. He bucked us up every minute and when we looked like we might be getting down-hearted he told us about men he knew who had floated fifteen days clinging to a log."

Otis Stantz, the radio operator of the seaplane, broke in there with:

"Yes and when we almost made the coast of Oahu and were carried on by the wind he was cheerful about it. He merely grinned at our luck and said he would sail for Kauai, as it was the best island anyway. Rodgers told us he was confident he could sail our plane right into Nawiliwili harbor so he tore off the fabric from the lower wing and kidded us about our sailing right up to Nawiliwili docks."

Navy physicians interrupted the apparently endless stories of the four men when they became excited and showed the first nervous reactions of their nine-day vigil. Although they wanted to tell more about Rodgers and his "capers," they were given sleeping potions and put to bed, where they quickly dropped into an exhausted slumber.

At the temporary radio station near the harbor sat a neat and trim young officer, awaiting a reply to a message he had sent the commandant at Pearl Harbor, Oahu, the big Hawaiian naval station. His message had said:

"Can I proceed Pearl Harbor. I can do nothing further here." The sender was Lieutenant Donald Osborn, Jr., commander of the submarine R-4, which made the rescue and towed Rodgers and his crew to land. He seemed very interested in the magazine he was

reading.

The five aviators will be permitted to sleep unmolested all day today.

Congratulations Given. Messages of congratulations and praise for the aviators commenced pouring into Lihue throughout the temporary navy radio station and continued in an unending stream, as the five men slept in a deathlike but life-giving slumber. A message from Admiral W. W. Moffett, chief of the navy bureau of aeronautics, was among those received.

Lieutenant Commander John H. Kauffman of the medical corps, assigned to the Melville, who is observing the condition of the flyers, said he would recommend that they be placed in the naval hospital at Pearl Harbor for several days to insure their complete recovery from the exposure and hardships they encountered since their seaplane first alighted on the Pacific afternoon of September 1.

LIHUE, Island of Kauai, Sep. 11.—In a country hotel in this sleepy Hawaiian village early this morning, five men—heroes of the greatest aviation adventure in history—sat around, too excited to sleep, all talking simultaneously, attempting to give the high lights of their flight, drifting 218 hours in a disabled seaplane without gasoline.

Heard Plight Discussed. The most poignant point in their experience was the ability to listen to radiocast messages from searching ships saying that hope of a rescue was being abandoned, that the seaplane had "cracked" when it was dashed to a fuel-less forced landing in mid-Pacific.

Every member of the crew commented on this phase of their situation, adding that inability to broadcast messages, while they were able to receive, prevented them from replying. An amazing story of privation

was pieced together out of the running fire of cross conversation in the little hotel. The talk was interrupted when naval surgeons forced the crew to bed. They were told to forget temporarily, and strict orders were issued forbidding visitors to disturb the men until they awakened.

"We were forced to land at sea after the second day out from San Francisco," said one member of the crew. "We sighted a merchant vessel five miles off. Signals were sent up repeatedly and every effort was made to attract the attention of the vessel, but it passed on."

"Our plane was able to pick up messages from the steamer which refused to divulge its name, but drifted to the northwest. Then came the period of added suspense. After that no planes or ships were sighted until last Tuesday when we saw a plane off the coast of Oahu."

The plane was seaworthy and stood the rough weather well, said Commander Rodgers. "We experienced bad weather for just one day at sea. That was the third day after we were forced down. Rain and heavy seas made matters uncomfortable."

"The worst part of the drifting period was when we were able to hear messages put on the air saying that hope of finding us had been given up."

Commander Shared Rations. The men told how it was Commander Rodgers shared his rations with them and refused to partake of theirs when his own neared exhaustion on the fifth day out. At the end of the fifth day, all were without rations, which originally consisted of 18 sandwiches to each man, three pints of coffee, three pints of soup, 24 lumps of sugar, six oranges, four canteens of water. This was intended for the 26-

hour trip to Honolulu.

The emergency rations, thirty gallons of water, canned beans, hard tack, dried bread and prepared chocolate was sufficient to last for several days.

Commander Tells Story. LIHUE, Island of Kauai, Sep. 11.—Commander John Rodgers in statements to brother officers and friends after breakfast this morning, gave an account of what happened the fateful Tuesday when his plane was forced down in the Pacific.

In all his comments, Commander Rodgers praised highly the fortitude of his comrades, referring to his own activities with extreme modesty.

He said the fact that the plane was lost after it had landed probably was due to a misunderstanding of radio signals from the aircraft tender Aroostook then stationed 300 miles north of Lahaina. Radio Operator Stantz, probably suffered the greatest. He was near the point of exhaustion on various occasions. Though he stuck to his post heroically, he suffered not only from lack of food and water, but was greatly nauseated by the seas. Every movement he made became a torture.

"The other men came through in fairly good condition," said Commander Rodgers.

Lieutenant Byron J. Connell of Pittsburgh, assistant pilot, stood the strain well, but today seemed the most nervous of the five men, probably suffering from the extreme tension of the past nine days. Commander Rodgers and Lieutenant Connell were more concerned today about the condition of their ship than anything else. They were particularly anxious over plans for towing the seaplane to Pearl Harbor. Lieutenant Connell desires to accompany the plane to

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the navy base but his physician has forbidden him to make such a trip.

Members of the crew of the U. S. S. Melville, which will carry the aviators to Pearl Harbor, furnished the five men with fresh linen and dungarees when they arose this morning.

Never Gave Up Hope. The fliers at no time gave up hope of their ultimate rescue or of making a possible landing somewhere in the islands, one of the crew said this morning. The general feeling was that they would reach Kauai. One of the aviators jokingly said that Commander Rodgers had deliberately steered for Kauai instead of Oahu because he had so many friends on the garden isle.

Commander Rodgers' father, Admiral John A. Rodgers, is understood to have been lost once for a considerable period while on a polar expedition. That was the reason the flight commander's mother insisted that he take with him on this flight a small water still.

The fliers had small emergency rations when rescued, but said they had lost their desire to eat. During the last two days at sea, they said they had tried to eat the canned beef they brought with them, but were unable to retain it. The lack of food, they declared, bothered them less than the lack of water. Tobacco they had only in small quantities, which were carefully preserved and rationed.

LIHUE, Island of Kauai, Sep. 11.—Refreshed by more than eight hours sleep, Commander John Rodgers and his four co-aviators of the seaplane PN-9, No. 1, awoke today to find themselves the heroes of the hour.

A brief physical examination showed the flyers in good shape except for the natural effects of the exhaustion they suffered while drifting on the none too calm Pacific ocean nine days, while scores of ships, submarines, and airplanes hunted for them.

Coming from the aviators' rooms after they awakened, the navy doctors were confronted by a squad of newspapermen.

"How are they?" was the question. The physicians considered, then one replied:

"Well, they all need a shave." Commander Rodgers awakened at 8:40 a. m. and called for breakfast. The other airmen soon joined him in devouring milk, coffee, fresh fruit, cereals, eggs and toast. It was their first real meal in more than a week, as the only food they would accept from the submarine R-4, which picked them up, was some canned peaches and all they

ate after reaching the hotel last night was a few soft boiled eggs.

LIHUE, Sept. 11.—After an aviators' conference here today, it was decided that the aircraft tender Pelican, now enroute here from Pearl Harbor, should take the seaplane in tow to return to the navy base there. U. S. S. Tanager will accompany the Pelican. The aviators will proceed to Pearl Harbor aboard the U. S. S. Melville.

Contracts Mark Flight. SAN FRANCISCO, Sep. 11.—Contracts marked the flights of the PN-9, No. 1.

Commander Rodgers and his men, started in an airplane, and were rescued by a submarine. The speed for the first two hours of their trip was around 100 miles an hour; for the last 200 miles, less than five miles an hour.

Storms and high winds exhausted the gasoline supply and left their lives in danger, but after landing the weather was almost all that could be desired.

Food the first two days included soup, coffee, and chocolate; the last four days nothing but water was available.

Perhaps the most grim of the contracts, however, was the ability of the men on the seaplane to receive radio messages without being able to send them—which enabled them to hear themselves given up as lost by a council of naval officers.

SAN ANTONIO, Tex., Sep. 11.—"So few are the remaining capable fliers in the country that the loss of any one is a calamity and the finding and subsequent rescue of Commander John Rodgers and his crew is a blessing, not only from a humanitarian view, but as a practical one to this nation," Colonel William Mitchell declared this morning, when informed the seaplane PN-9, No. 1, had been found.

The colonel said he was greatly pleased, happy over the success of the navy searchers. "Their bravery and nerve pulled them through and I am glad that they are saved for their loved ones and their country."

Efforts had been made to communicate with Colonel Mitchell all night, but those answering the telephone at his quarters declared that he was not in or refused to call him to the telephone. He was aroused from his sleep by the Associated Press and informed of the rescue.

Promotion Applauded. SAN ANTONIO, Sep. 11.—Promotion of John Rodgers, commander of the PN-9, No. 1, to Assistant Chief of the Navy Bureau of aeronautics was warmly applauded today by Colonel William Mitchell, eighth corps area officer.

Rodgers is a capable and courageous flyer, and his promotion comes as a just reward for the peril and hardships he has so intrepidly survived, Colonel Mitchell said.

positions where their knowledge will be of the greatest service.

"News of the rescue of Commander Rodgers and his companions is the best news I have received in many days."

Saturday, Colonel Mitchell expects to have a conference with Colonel George Nugent, ordered here by the inspector-general's department to investigate his charges.

PB-1 to Make Flight. WASHINGTON, Sep. 11.—The naval seaplane PB-1, will attempt a flight from San Francisco to Hawaii soon after September 21.

Captain Stanford E. Moses, commander of the flight project, advised the navy department today that the flight would take place after conclusion of the Equinoxial storms of the Pacific.

He reported that successful tests had been made with the plane whose flight to Hawaii had been postponed indefinitely to permit concentration on the search for the PN-9, No. 1. (The PB-1 on a recent test took off with a load of 1900 gallons of gasoline, 713 gallons more than the PN-9, No. 1 carried, and regarded as sufficient for the trip to the islands.)

Mrs. Brown In—Mrs. O. C. Brown of Dixonville, came to Roseburg today to shop and visit with friends for a few hours.

### TODAY'S BASEBALL

American League.	
At Detroit—	R. H. E.
Cleveland—	4 12 3
Detroit—	5 11 1
Batteries: Smith and L. Sewell; Myatt; Holloway, Whitehill and Basalar.	
At Philadelphia—	R. H. E.
New York—	2 11 0
Philadelphia—	3 10 1
Batteries: Shocker and Bengough; Groves and Cochrane.	
CHICAGO, Sept. 11.—St. Louis-Chicago, postponed; double header tomorrow.	
At Washington—	R. H. E.
Boston—	4 11 1
Washington—	5 13 0
Batteries: Elmke, Fuhr and Pielnick; Johnson and Ruel.	
National League.	
At Boston—	R. H. E.
Philadelphia—	4 13 1
Boston—	6 12 1
Batteries: Decatur, Potts and Wilson; Genewich and O'Neil.	
At Boston—	R. H. E.
(2nd game)—	4 13 1
Philadelphia—	4 7 1
Boston—	2 7 2
Batteries: Knight and Wender; Guleam, Ryan and Gibson.	
At New York—	R. H. E.
Brooklyn—	2 10 0
New York—	4 7 1
Batteries: Osborne and Taylor; Barnes, Neft and Snyder.	

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