



GENERALLY CLOUDY

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.

Umpqua Chief to FRIDAY

VOL. XXVI NO. 208 OF ROSEBURG REVIEW

ROSEBURG, OREGON, FRIDAY, OCTOBER 2, 1925.

VOL. XIII NO. 167 OF THE EVENING NEWS

CRITICISM OF HAWAII FLIGHT SHOWN UNJUST

Aviator Rodgers Testifies Navy Department Not Guilty of Error.

GAVE ALL AID ASKED

Colonel Mitchell, Accuser of Bureaus, Summoned by Superiors For "Discipline."

(Associated Press Leased Wire.)

WASHINGTON, Oct. 2.—Taking direct issue with Colonel William Mitchell's charges, Commander John Rodgers, a witness today before the president's air board, issued a challenge to anyone to make "a just criticism" of the arrangements for the Hawaiian flight of the PN-9, No. 1.

Colonel Mitchell previously had told the board the preparations for the flight which was commanded by Commander Rodgers, looked like the work of "bungling amateurs."

Without mentioning Mitchell by name, Rodgers declared the navy adopted "the proper tactics" and that he was "fully satisfied" with the crew and personnel assigned to the flight.

"I cannot see," Rodgers continued, "how the navy department could be held responsible for the failure of the flight."

"Everything was done that could be done."

"The secretary of the navy personally visited San Diego and ordered the bureau of aeronautics to give us everything that we asked for."

"This was done."

Mitchell contradicted. Rodgers said he was given authority to arrange the first plans, which statement flatly contradicted Mitchell's charge that preparations were handled by "non-flying officers."

"So far as the navy department was concerned," Rodgers continued, "it went the limit in providing all that was desired."

"The planes were tested. The tests showed them capable of the flight."

"We would have reached Hawaii had the wind not been against us, if of the plane had given the same mileage it did on the tests."

"Had we found a rescue ship on the first day, we could have gone on."

"I was fully satisfied with my crew and personnel," he declared. "Everything was in my hands. Regardless of whatever mistakes were made before or after, I challenge anyone to make a just criticism of the Hawaiian flight."

No Danger of Air Attack. Rodgers was asked if this nation could be attacked by a foreign power with airplanes capable of crossing either ocean with 2,000 pound bombs.

"No," he answered, "and unless some new engine is developed, it is not probable that this will ever be true."

This also differed from the ideas of Colonel Mitchell. Rodgers told the board that development of the airplane had made necessary the establishment of a department of national defense, which would include both the army and the navy.

The need for a proper scientific organization of the national defense, he said was plainly apparent.

One Defense Chief Favored. The commander of the Hawaiian (Continued on page 6.)

Shenandoah's Commander Warned By Superiors Before Fatal Trip That New Valves Not "Fool-Proof"

(Associated Press Leased Wire.)

LAKEHURST, N. J., Oct. 2.—In approving the gas valve system change in the airship Shenandoah, the bureau of aeronautics at Washington warned today on the ship that the new system was not "fool-proof" as the original installation and that extreme care should be taken in the operation of the ship.

This was disclosed today before the naval court of inquiry here by the reading into the record of the official correspondence that passed on the subject between Commander Zachary Lansdowne, captain of the ship, and the bureau of aeronautics.

CRITICISM OF HAWAII FLIGHT SHOWN UNJUST

(Associated Press Leased Wire.)

WASHINGTON, Oct. 2.—Spanish Ambassador, Abil-Krim, the Riffian leader, at 11:30 o'clock this morning, according to official advices from Morocco. News of the victory were received here with great rejoicing. Flags were flown from most of the houses in Madrid and King Alfonso appeared at a window of the palace to receive an ovation from a great crowd which gathered there.

The king and the military directorate sent telegrams of congratulation to General Primo De Rivera, head of the directorate, who had personally been directing the Morocco campaign.

SUPT. OF STATE BANKS LOSES IN COURT BATTLE

Main Office, Maintained in Portland, Must Come Back to Salem.

SKIPWORTH DECIDES

Branch in Larger City Held Within Law—Mandamus Right Founded on Public Duty.

(Associated Press Leased Wire.)

EUGENE, Ore., Oct. 2.—Demurrer of Frank C. Bramwell, superintendent of banks of the State of Oregon, to the application for an alternative writ of mandamus brought by George Putman of Salem, is overruled in an order handed down this morning by Judge G. F. Skipworth, who heard the case recently at Salem.

Putman, in his action, is seeking to compel Bramwell to maintain his office as superintendent of banks at Salem, instead of Portland.

There are two principal questions urged by the attorney for the defendant. The opinion of Judge Skipworth declares: "First, that George Putman has no legal capacity to maintain this proceeding, inasmuch as the superintendent of banks and the expenses of his office is not maintained through taxation and therefore the plaintiff, George Putman, suffers no special or pecuniary loss through the removal of the office of superintendent of banks from Salem to Portland, and, second, that the courts would not interfere with the discretionary acts of an officer."

Section 16 of chapter 207 of the laws of 1925 provides: "The superintendent of banks shall maintain his office in the city of Salem, and the secretary of state is hereby required to furnish suitable quarters therefor; provided, the superintendent of banks, when considered by him to be expedient or convenient, may establish branch offices within the city of Portland."

It is alleged in the alternative writ and taken, as confessed, for the purpose of the demurrer that the secretary of state has furnished suitable quarters in the state house for the office of superintendent of banks. It also appears from the alternative writ that the superintendent of banks has removed his office of superintendent of banks and the state banking department to Portland.

(Continued on page 7.)

2 MORE BODIES BROUGHT OUT OF SUNKEN CRAFT

Electrician and Engineer Found in Engine Room of Submarine.

CRANES ARE FAILURE

Attempt to Raise Vessel to Be Abandoned—Corpse Washed Ashore May Be An Officer.

(Associated Press Leased Wire.)

ON BOARD U. S. S. CAMDEN, Off Block Island, Oct. 2.—(By Wireless to The Associated Press)—The toll of the known dead of the submarine S-51, was raised to four today, when divers recovered the bodies of two of the crew in the engine room compartment of the ship.

The men were identified as Walter E. Lawton, electrician's mate, first class, of Somerville, Mass., and B. D. Lindsay, engineer, second class, Pensacola, Fla. Body Washes Ashore.

U. S. SUBMARINE BASE, New London, Conn., Oct. 2.—(By The Associated Press)—The body of an officer or chief petty officer, believed to have been washed overboard from the submarine S-51 a week ago tonight, was picked up by a fisherman in Kenyon wharf, in Stonington, Conn., today.

An ambulance was sent to bring the body here. Identification was not made at Stonington.

Reports had been received earlier of the finding of a body in a navy uniform off Stonington led base officials to believe that one of the men washed overboard from the S-51 had floated in there but Lieutenant A. H. Deering of the medical corps sent to Stonington to view the body, reported that it was not that of a navy man. It had been in the water about five weeks. The body later was identified as that of H. N. Roastand of Noank, Conn.

U. S. SUBMARINE BASE, New London, Conn., Oct. 2.—(By The Associated Press)—Rear Admiral H. H. Christy, in charge of the rescue operations at the scene of the wreck of the submarine, S-51, today recommended the release of the two big floating cranes which yesterday made an unsuccessful effort to raise the vessel.

His recommendation was made after announcement had been received of the recovery of two additional bodies found by divers in the engine room and was taken to mean that no further efforts would be made at this time to raise the vessel.

Divers exploring the sunken submarine S-51 today found that the door of the motor room was open and that the compartment was flooded.

Walter E. Lawton, one of those whose body was recovered from the S-51 today, was married and lived in New London. The Somerville address reported from the steamship Camden was said to be his home at the time of his enlistment.

The two bodies were recovered (Continued on page 3.)

350 MILLION FEET DOUGLAS TIMBER IN BIG MILL PROJECT

(Associated Press Leased Wire.)

PORTLAND, Ore., Oct. 2.—Acquisition of approximately 350,000,000 feet of standing timber from the Coos Bay Lumber company, adjacent to tidewater on Smith river, Douglas county, Oregon, by J. O. Elrod of Portland and L. R. Wells of Minneapolis, Minn., was announced today as part of the project of the newly organized Umpqua Mills and Timber company with a capital of \$10,500,000.

The new company, in which the Coos Bay Lumber company has a substantial interest, will increase the capacity of its sawmills at Reedport, from 75,000 to 100,000 daily.

According to Elrod, his company now has fully one billion feet of high quality timber, mostly Douglas fir, which will be logged by extension of a logging railway from Smith river northerly on Noel's creek.

Maid Who Claimed Attack By Tramp Admits She Fired Home To Avoid Cleaning Job

(Associated Press Leased Wire.)

BEND, Ore., Oct. 2.—Beatrice Keeman, maid at the Tracy Fairchild home, who Monday told a sensational story of an attack by a tramp who fired the house after she refused him food, last night confessed to officials that her story was a fake and that she fired the house herself. Her purpose was to discolor the interior with smoke so that Mrs. Fairchild would not know that she had not washed the woodwork in the living room, as her mistress, just before leaving for Portland for a few days, had told her to do.

The story came calmly and simply from the 21-year old girl's lips as she sat in the district attorney's office last night and was piled with questions by prosecutor A. J. Moore, and H. H. Pomeroy, state fire marshal. She displayed little embarrassment and what resistance she may have previously felt, had been erased in long grilling at the hands of Pomeroy and Thomas Carlson, Bend fire chief, yesterday. The two spent about seven hours with her, getting a full oral confession. Last night's interview was to make of it a matter of record, the confession being witnessed by three local newspapermen and several others, among them city officials and a physician.

That there will be no criminal prosecution is a practical certainty. District Attorney Moore is convinced the girl is mentally unbalanced, Pomeroy is of the same opinion.

MAIL PLANE FAILS TO ARRIVE; SEARCH OF ROUTE STARTED

(Associated Press Leased Wire.)

WILLIAMSPORT, Pa., Oct. 2.—One of the United States mail planes, west bound due at Bellefonte at 11:30 o'clock last night, had not yet arrived this morning and its whereabouts are unknown. The plane, enroute from New York to Chicago, was headed at Laurelton, about forty miles from Bellefonte last night and it is believed to have been forced down in the mountains.

CLEVELAND, O., Oct. 2.—Two air mail pilots were dispatched from here at noon by J. E. Whitebeck, superintendent of the Eastern division of the air mail service field here, to fly over the mountainous country, west of Bellefonte, Pa., in search of Charles H. Ames, of Cleveland, pilot of the missing mail plane.

WORLD SERIES SNAPSHOTS

(Associated Press Leased Wire.)

WASHINGTON, Oct. 2.—(A. P.)—The "Big Train" of baseball remains an express, humming thru the cities of the American league, always on time, its smoke pouring defeat upon those who would flag it. Bucky Harris, manager of the Senators and every other member of the club are passengers, for the "Big Train" of baseball is Walter P. (Babe) Johnson, out of Humboldt, Kansas.

After piling up glorious records for years, the "Train" last year whistled for a stop but the signal went unheeded and it has sped on and on until once again it has come into Washington bearing an American league pennant. Its fuel conserved but with "smoke" still pouring from one of the game's mightiest arms.

Last winter Johnson was through his journey at an end—so many of the experts ruled. He went to the Pacific coast and attempted to buy a baseball club of his own, but failed, and he returned to the only major league baseball team he has known—the Senators. Then it was that the writers of sport said the end which has not come.

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Johnson faced the New York Giants three in the world's series of 1924 and they battered him down, but at the end, throwing his arm with every pitch, the "Big Train" gained full steam and thrashed through four innings of that last great 12-inning struggle in the national capital to a remarkable victory. Frisch, Kelly, Young and the other powerful slingers of the Giants attempted to sidetrack it, but were buried from the falls, Johnson was piling through to his destination in a cloud of smoke.

Two hundred pounds of brawn well distributed throughout his six feet have given Johnson a power of mound delivery that few men have equalled and surely there is none to deny his claim to a brilliant record of sustained achievement. Last season, his 19th with Washington, he won 27 games and lost 8, winning 13 in succession. On August 25 he held the St. Louis Browns hitless for seven innings, when the contest ended.

In 18 seasons he had 2216 strikeouts and 109 shut-out victories. Christy Mathewson stands second in the matter of scoreless games, with 83 over a period of 17 years and Grover Alexander had 77, only 73 shutouts in his 21 years on the mound, and Babe Adams of Pittsburgh in a long career has been able to register no more than 45.

Johnson entered professional baseball with Tacoma of the northwestern league in 1906 and in the same year appeared with the Weiser, Idaho, semi-pro club. He started with Weiser again the following year but soon found himself

SPECIAL TRAIN TO STATE FAIR LEFT AT 5 A. M.

Excursion to Salem on Booster Day Is Highly Successful Event.

CONFUSION IS GREAT

Big Parade in Salem Feature Promised by Chiefs Upon Departure From City.

(Associated Press Leased Wire.)

Between two hundred and two hundred and fifty Roseburg residents left this morning on the Umpqua Chief's special for the Salem state fair. The train pulled out promptly at 5 a. m. and despite the early hour the five coaches were filled to the limit, while in the commissary car, a baggage car which had been rigged up as a kitchen, the squaws were busy getting a fire ready and preparing to serve lunch to the hungry braves.

The Chiefs opened the special to the general public and in addition to the braves and their squaws the Umpqua Post American Legion drum corps was aboard together with a large number of people who took advantage of the extremely low rate to make the round trip to the state fair.

The train consisted of a baggage car, which was arranged as a kitchen, and five day coaches, giving ample room for the accommodation of the large party.

The train was scheduled to arrive in Salem at 10 a. m. and the plan provided for the party to be met by the Douglas County Concert Band, which has been employed as the official state fair band, and the manager, A. T. Lawrence, promised to have every boy and dog in Salem on hand also, as the band had arranged for a parade in full Indian regalia before the arrival of the Roseburg train.

All Chiefs and Squaws were in full uniform and war paint and the motley array of beautiful varicolored feathered headdresses made an extremely colorful sight as the train left, and it is imagined that the arrival in Salem created considerable flurry.

This afternoon the Chiefs and Squaws were to present their stunt, in competition with other hospitality clubs of the state, in front of the grandstand. Tonight their playlet will be presented at the stadium.

Departure Is Described (By a Bystander)

When the writer arrived at the depot it was 4:50 a. m. and the train, consisting of an engine, baggage coach, five day coaches and two sleepers, was all ready to pull out for the biggest day at the Oregon State Fair. Baggage of all kinds was strewn alongside the train. There were lunch baskets, paraphernalia, cornets and other horns, blankets, tom toms, squaws (Continued on page 6.)

W. H. McBEAN DIES AT S. P. HOSPITAL IN SAN FRANCISCO

(Associated Press Leased Wire.)

W. H. McBean, assistant superintendent of the southern district of the Portland Division of the Southern Pacific, died yesterday afternoon at 2:30 o'clock at the company hospital in San Francisco, according to a message received here this morning.

Mr. McBean had been in the hospital for over two months, suffering from a malady which at last took his life.

He came to Roseburg a little over a year ago, after a three-cornered trade of positions, succeeding D. S. Weir, former assistant superintendent, who went to California.

Mr. McBean was formerly on the Tucson, Arizona, division, and prior to that time was on the Salt Lake division.

During the time of his illness his wife and daughter, the latter Mrs. Lynn Rackham, have been with him, and also his son, a resident of San Francisco. No announcement of the funeral arrangements have been received.

The flag in the S. P. yards were half-masted today in honor of the memory of the well-loved official.

After this conquest Clarke realized that his playing days were nearly over and he obtained Max Carey from South Bend to understudy him in left field. The manager played in 118 games that year but in 1911 gave Carey plenty of work and in 1912 directed the club from the bench. He played only two complete games in 1913 and in 1914 acted as pinch hitter twice. The year 1915 was his last as a player. On September 23 he went into left field, got one hit and retired in favor of Carey, never to don a glove again in active play.

WOODROW WILSON'S WIDOW MAY MARRY DR. RUFFIN, RUMOR

(Associated Press Leased Wire.)

PARIS, Oct. 2.—A possible romance linking the names of M. Woodrow Wilson and Dr. St. Jig Ruffin of Washington, D. C., lately has been the subject of much speculation in Geneva and Paris. Mrs. Wilson is visiting some friends here, but Dr. Ruffin was a passenger on the steamer Majestic, which sailed for New York, September 23. Rumors of the impending engagement of Ruffin and Mrs. Wilson evoked the following statement today from a close companion of Mrs. Wilson:

"Mrs. Wilson adheres to the policy she has followed since she was in the White House and refuses to confirm or deny any newspaper reports concerning her."

WASHINGTON, Oct. 2.—Dr. Sterling Ruffin, of this city, said he had "no comment to make," when his attention was called last night to reports from Paris of a rumored impending engagement between himself and Mrs. Woodrow Wilson.

ROSEBURG AND MARSHFIELD TO MEET SATURDAY

Local Team Going to Coos Bay Tomorrow for Football Contest.

DEPEND ON FIGHT

Roseburg Boys Working Under Heavy Handicaps, But Are Expected to Make Showing.

(Associated Press Leased Wire.)

A large crowd of local fans and students will accompany the Roseburg high school football team to Marshfield tomorrow for the opening game of the season. The team is to leave here at 8 a. m. and will arrive in Marshfield in time to enjoy a good rest before going on the field. Coach Doubet is taking over a large squad in order to give the boys the greatest possible amount of experience.

The boys who will make the trip are: Ends, Hunt, M. Russell and Runyan; tackles, Ferguson, Moore, Forrester, Jackson and Riggs; guards, Taber, Hagar, Byron, Durland and Davenport; centers, Love and Thurston; quarter, R. Bell, Gile, Reymers; halves, Ball, Baker, Acee, M. Bell; full backs, Bruton, Pickett. The group will also include Coach Doubet and Larson, Manager George Weber and E. A. Britton.

Whether or not the Roseburg team is defeated depends entirely upon the fighting ability of the youngsters, Coach Doubet stated. The team is sadly handicapped by light weight and is pitifully lacking in experience. They are showing a good knowledge of fundamentals and can play straight football, but in new and unusual situations are raw and untrained.

Then there will also doubtless be many fumbles to contend with, and other errors usually committed by an inexperienced eleven, but the team has one redeeming feature, and that is a will and determination to fight. They have a good line of "character," a valuable asset (Continued on page 3.)

Action for Damages Is Sequel to Expulsion of Japanese From Mill at Toledo, Oregon, During a Riot

(Associated Press Leased Wire.)

PORTLAND, Ore., Oct. 2.—Damages totalling \$125,000 are demanded of nine residents of Toledo, Oregon, as a result of the riot here July 12, when a number of Japanese laborers were expelled from jobs in the mill of the Pacific Spruce Corporation.

Five Japanese who have filed suit in federal court here, are demanding \$25,000 each, alleging that they were forcibly driven away and their property injured.

Mrs. Rosemary Schenck, City Marshal George Schenck, Charles A. Bell, H. Germer, W. S. Colvin, R. A. Trichard, Frank Sturtevant, Owen Hart and L. D. Emmerson, were named as defendants. They are charged with having conspired with other persons whose names are unknown, maliciously to drive the plaintiffs from their work and from the town.

Mrs. Schenck, Pritchard, Colvin and Buck are alleged to have urged "that a mob be formed and that said mob, in lawless disregard of the laws of the land and of the rights of subjects of the imperial government of Japan forcibly drive and remove" the plaintiffs from the county. The city marshal is said to have threatened to throw the Japanese out if they did not leave.

The Japanese are suing under what is claimed to be their treaty rights to protection.

The laborers were taken to Toledo by the Spruce corporation to work in the mills, separate houses having been built for the Astoria. Those suing are I. Kawamata, labor crew foreman, and his wife, who was crew cook; Y. Matsui, M. Taubokawa and T. Ogura.

50 WORK MEN TRAPPED IN R. R. TUNNEL

Cave-in on Chesapeake and Ohio Road May Be Fatal to Most of Crew.

FIREMAN CRAWLS OUT

Slide Commences as Train Enters Tunnel and Still in Action at Last Reports.

(Associated Press Leased Wire.)

RICHMOND, Va., Oct. 2.—Fifty men were working in the mile long tunnel under Jefferson Park here today when its walls caved in for a distance of 275 feet, said an official statement issued by the Chesapeake & Ohio railway. The railway could not estimate how many men had been killed or injured.

They comprised the crew of a work train which was engaged in repairing a tunnel. Only one man who occupied with a boom, said the statement was issued. It was feared many of the remainder had either lost their lives or were trapped by the slide. Rescue parties worked frantically to get to the earth covered cars in the hope of rescuing the imprisoned men.

The man accounted for in the statement was the work train engineer. He was carried to a hospital where he said he believed the engineer had been killed.

The railroad's official statement follows:

"At 3:30 p. m. west portal of Church Hill tunnel caved in for a distance of 275 feet. Engine handling work train in tunnel had just cut off its cars and was caught when coming out."

"About fifty men were working in this space. Not known now at 4 p. m. how many persons injured or killed. One man escaped with a broken arm, the only one seen to this time. Relief crew is working through the east entrance."

"The western entrance to the tunnel is located directly under Jefferson park. Many houses are situated near the summit of the hill under which the tunnel runs."

Several ambulances were hurried to the scene, but early reports did not confirm that the workmen were caught in the falling earth.

The entrance was blocked however, and the sliding continued.

The depth of the tunnel beneath the hill is estimated 150 feet at the deepest point. It is about a mile long.

The work train was west bound through the tunnel, which caved in from the western entrance. The slide began shortly after the train entered the tunnel, which is estimated to be a mile long. It is not yet known how great a distance the slide covered.