

The Weather
Highest temperature yesterday...90
Lowest temperature last night...53
Forecast for southwest Oregon:
Unsettled tonight and Tuesday;
slightly cooler Tuesday.

ROSEBURG NEWS-REVIEW

Consolidation of The Evening News and
The Roseburg Review

DOUGLAS COUNTY

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**Douglas County's
Greatest
Newspaper**
TODAY'S NEWS TODAY

VOL. XXVIII NO. 40 OF ROSEBURG REVIEW

ROSEBURG, OREGON, MONDAY, JUNE 6, 1927.

VOL. XXVIII NO. 114 OF THE EVENING NEWS

CHAMBERLIN ENDS FLIGHT IN GERMANY

SECOND TRIAL DE AUTREMONT IS UNDER WAY

Lack of Interest on Part
of Public Is Shown by
Few Spectators.

9 OF VENIRE EXCUSED

Defense Motions Based on
Change in County Seat
and Jeopardy Law
Are Denied.

(Associated Press Leased Wire.)
COURT HOUSE, Jacksonville, Ore., June 6.—The retrial of Hugh de Autremont, alleged Siskiyou tunnel bandit-killer, specifically charged with the murder of Charles O. (Coyle) Johnson, of Ashland, Oregon, Southern Pacific brakeman, opened here this morning. Johnson was one of four trainmen slain in an attempted robbery of a Southern Pacific train at noon on October 11, 1923.

None of the excitement that marked the opening of the first trial, which ended in a mistrial with the death of a juror, was in evidence.

There were less than a dozen spectators present when court opened.

A jury list of 110, however, comfortably filled the court room. It is expected that the better part of three days will be required to impanel a jury.

According to United States District Attorney George Nenner of Portland, the state will call about sixty witnesses. The defense has about thirty witnesses.

The court was late in opening. The defendant came into court pale from confinement, and was greeted by his mother, with whom he conversed earnestly as the clerk polled the talesmen.

The asked how many of the jury felt they had cause to be excused, and 23 arose. Nine were discharged by the court on account of physical disability.

Defense Move Fails
The defense, with the calling of the first juror, introduced a motion, setting forth that the court had no jurisdiction, upon the grounds that Medford, not Jacksonville, was the county seat. The defense contended that the law passed by the last session of the legislature, moving the county seat from Jacksonville to Medford, was in effect February 8, 1927, and operative July 1, 1927, and in the interim there was no legal county seat.

The motion also contended that the life and liberty of the defendant had been placed in jeopardy twice for the same alleged crime.

Judge C. M. Thomas overruled the motion.

Larry J. Schade of Medford, jeweler, was the first ventriloquist called to the box.

He was excused on account of prejudice against circumstantial evidence.

Besides Shade, the first 12 men called to the box were J. N. Dennis, Ashland; Frank H. Dressler, Medford; Marion Young, Central Point; E. G. Meller, Medford; (Continued on page 6.)

Rotarians World Peace Crusaders

Outdo Armies, Diplomacy and Courts

Business Intercourse Builds Amity

OSTEND, Belgium, June 6.—Where kings and congresses, courts and armies, threats and diplomacy have failed, business and professional men from every nation are coming forward to further the cause of international peace through international understanding.

Harry H. Rogers, of San Antonio, Tex., president told the eighteenth annual convention of Rotary International here today.

Back In Court



This is the newest picture of Hugh de Autremont, who went on trial for the second time at Jacksonville, Oregon, this morning, charged with murder in connection with the holdup of a Southern Pacific train near Siskiyou, Oregon, in 1923, and in which four trainmen were slain.

MOTHER TAKES RUNAWAY BOYS BACK TO BANDON

Youngsters Who Told Tale
of Being Abandoned Are
Members of Family
of 12 Children.

Mrs. Myrtle Wion, of Bandon, arrived in Roseburg Saturday and took home her two sons, Roy and Dee, who last week were given royal good care by local juvenile authorities after the youngsters had put up a tale of having been abandoned in the city. Mrs. Wion is a widow and the mother of 12 children. She and her family have been living on a homestead with a cousin and she told the officers that they have been having a hard time. The boys became tired of conditions and ran away, although, according to the mother, they were not mistreated in any way. She stated that she had decided to let them go, believing that they would soon get tired of trying to make their own way and would return to the homestead. She was greatly surprised when she heard of the tale told by the youngsters to the local officers and at first would not believe that they were her boys, but after receiving a description of them came to Roseburg, although still unconvinced. She was not satisfied that they were her youngsters until she finally saw them at Mrs. Wade's home.

Mrs. Wion was very grateful for the care given the boys here and expressed regret for the imposition made by the lads. The boys themselves appeared repentant and ashamed, but still did not desire to return home. Both wanted to stay near Roseburg if they could find work on a farm but were persuaded to return home with their mother, who says that the youngsters are needed.

Mrs. Aikin in City
Mrs. A. L. Aikin, of Portland, visited in Roseburg yesterday at the home of Mrs. W. W. Ashcraft. She went on to Riddle this morning to visit relatives and friends.

FIRE DESTROYS 2-STORY HOTEL AT GLENDALE

Building Owned by Dr.
Nerbas of Roseburg
Razed.

STARTED NEAR FLUE

Blaze Discovered About
10:30 at Night—Few of
Guests Lose Personal
Belongings.

The Glendale Hotel, a two-story frame building owned by Dr. H. R. Nerbas, of Roseburg, one of the oldest hotel buildings in the southern part of the county, was almost completely destroyed in a spectacular night fire last Saturday. The fire started about 10:30 in the evening, apparently from the flue, although the source is not definitely known. Although the rooms of the hotel were full the guests had little difficulty in making their escape, and only a few lost belongings.

The flames, which were first discovered in the attic, spread very rapidly, due to the frame construction of the building, and by the time the fire department arrived the entire upper story was ablaze. The fire was discovered shortly after the Glendale show was over so that there were many willing workers to aid in the removal of furniture and equipment, practically all of the contents of the structure being saved. A few of the guests lost clothing and personal belongings, but most of them escaped without loss of any kind.

The fire department did excellent work in gaining control of the fire and in preventing its spread and within an hour's time had the blaze practically extinguished. The entire upper half of the building was burned away, while the lower story was so badly damaged that it will very probably be necessary to tear the ruins and construct an entirely new building.

The Glendale Hotel was one of the oldest in the city and for many years has enjoyed a large patronage. It formerly was located near the railroad tracks but a few years ago was moved back and thoroughly remodeled so that despite the fact that it was an old building it had every convenience of the modern hotel and was quite popular with those who visited Glendale frequently. Recently it passed into the ownership of Dr. H. R. Nerbas, of Roseburg, and has been operated by the doctor and his wife. Dr. Nerbas is now in Glendale considering plans for the rebuilding of the hotel.

The loss was partially covered by insurance.

ANNUAL SALMON BAKE SUNDAY WAS GREAT SUCCESS

The annual salmon bake and trapshoot held by the Douglas County Game Protective association, or Rod and Gun club as the organization was previously known, took place yesterday and was one of the most successful ever given. All day long the scatter-gun artists banged away at the flying pigeons some excellent scores being marked up during the various events.

At 1:30 o'clock the salmon bake was enjoyed, sixteen barbecued salmon being served along with other delectable foods. According to the count made by officials of the club there were 375 people fed, setting a new record for attendance at these annual events.

The gun clubs of Coquille and Eugene were represented while there were marksmen present from many other cities and towns of the state.

Among the visitors present was Harold Clifford, state game commissioner, who greatly enjoyed the event.

Golf Mishaps Take Big Sum In Insurance

(Associated Press Leased Wire.)
HARTFORD, Conn., June 6.—Golf is third most dangerous sport so far as accident frequency is concerned, insurance figures reveal. Only baseball and hunting surpass it in danger to the participant.

In analyzing the 33,303 accidents for which the company paid \$4,457,773 last year, actuaries of the Travelers Insurance company disclosed today that golf was responsible for 451 mishaps and the payment of \$61,995.

The sum represents the largest amount ever paid for any class of sport or recreational casualties. Even the nineteenth hole would appear to hold great hazards, for 12 persons were "cut on sharp instruments" and the statement naively implied that the instruments were "bathtubs."

"Struck by lightning" is not any uncommon golfing accident, the company reported. "Storm comes up, players get under trees, lightning does the rest," was the laconic explanation.

Under the designation "foreign particle in the eye," six embryo Walter Hagens among the company's policy holders collected \$8,439 each. There were two claims for loss of sight caused by a golf ball striking the eye. Splinters, bites by insects, collisions with inanimate objects, falls and poison from shrubs all contributed their share to the total of links accidents, but the most common accident was by slipping or falling on uneven ground, 243 victims having their claims allowed.

Baseball showed 634 accidents and mishaps "in country or woods" totalled 517.

SIX INJURED IN SERIES WEEK END ACCIDENTS

Myrtle Creek Man Taken to
Hospital This Morning
Suffering From Cuts
and Bruises.

Six people received minor injuries in a series of auto accidents occurring near Roseburg over the week-end, and one man was brought to Mercy hospital this morning suffering from severe bruises and cuts as a result of an accident south of the city.

The court also held that a municipality could designate places where interstate ferries must land but that the municipalities could not exclude companies willing to comply with reasonable regulations.

Judge Lindsey Loses.
Ben B. Lindsey, formerly juvenile judge at Denver, Colo., today was refused a supreme court review of the judgment of the Colorado supreme court holding that he had been defeated at the November, 1924, elections by Royal R. Graham.

Harvester Suit Ends.
WASHINGTON, June 6.—The International Harvester company was held by the supreme court today to have complied with the consent decree arranged to restore (Continued on page 6.)

MARSHFIELD AND ROSEBURG KIWANIS CLUBS WILL MEET

A joint meeting of the Roseburg and Marshfield Kiwanis clubs will be held tonight at the Roseburg Country Club, and it is expected that each club will be represented by nearly 100 per cent attendance. Members of the local club are being requested to be at the club grounds as soon after 4:30 o'clock as possible, in order to greet the Coos Bay Kiwanians upon their arrival. Many of the visitors will probably arrive early to play a round of golf before the picnic and it is desired that the members of the local club be on hand to greet them.

A picnic dinner is to be served at 6 o'clock. The details for this feature of the meeting are being arranged by the wives of the local Kiwanians. The entertainment is to be enjoyed not alone by the Kiwanians, but also by the members of their families.

Following the dinner there will be an indoor baseball game between teams from the two clubs, and also a horseshoe pitching tournament. At the same time there will be golfing, dancing, cards and other forms of entertainment.

FUEL SHORTAGE FORCES FIRST LANDING WITHIN 110 MILES OF BERLIN

NEW DISTANCE RECORD FIXED BY AVIATORS

Chamberlin and Aide
Cover 3950 Miles
in Period of
42 Hours

(Associated Press Leased Wire.)
BERLIN, Germany, June 6.—Although Clarence D. Chamberlin and Charles A. Levine, the American aviators, failed to achieve their goal, Berlin, they established a new long distance sustained flight record, having covered 3950 miles from Roosevelt Field, New York, to Eisleben.

Starting from Roosevelt Field at 6:05 a. m. Saturday they had been in the air 42 hours when forced to land at Eisleben, as compared with 33 hours for Captain Lindbergh's 3610 mile flight from New York to Paris a little over two weeks ago.

From Eisleben the fliers made a brave attempt to reach Berlin, but apparently lost their way in the cloud banks and adverse winds encountered in the morning and came down at last in a marshy field at the village of Klinge, near Kottbus, Brandenburg, 70 miles southeast of the capital. In alighting, the propeller hit the ground, the wheels of the Columbia settled in to the marshy ground and further progress was impossible. The plane had traveled 120 miles from Eisleben, and it headed in the right direction, would have landed at Berlin.

Berlin On the Watch
News of the Columbia's start and the subsequent dispatches telling of their progress had brought Berlin to fever heat and the great Tempelhof field was massed with crowds waiting to welcome the Americans. Many waited all night.

An American flag was run up the main flag staff, the band of the Luftwaffe, or German air force, played lively airs and officials battled about making arrangements for the reception.

The plane was first sighted over Germany at Dortmund, in the Ruhr valley at 4 a. m., but thereafter became a phantom ship until its appearance at Eisleben, where it came to earth for fuel.

The American ambassador, Dr. Jacob Gould Schurman, and his official party, left Tempelhof field at 9 a. m. after having waited for four hours, but returned when it was reported that the Columbia was over Magdeburg, less than two hours flight from Berlin.

When Chamberlin passed over the Dortmund airfield shortly he dropped very low, calling out "To Berlin, to Berlin." The aviation police signalled the direction to the capital.

Pluck Recognized.
Shortly after noon, when the news that the airmen had lost their way and had landed at Klinge was magnified to the watchers at Tempelhof field, the crowds there began melting away and in less than half an hour the great air-drome was deserted.

Despite the disappointment, the Americans were credited with a plucky and sensational flight. It was pointed out that Chamberlin encountered thick muggy weather as soon as he crossed into Germany and his failure to find the trail to Berlin was ascribed primarily to the heavy cloud banks and confusing winds.

Although a flock of scouting planes went out to locate him soon after he was sighted over Dortmund, he wandered too far to the east. Had his course been a direct one after passing over Magdeburg he could have arrived (Continued on page six.)

CHAMBERLAIN IS CONGRATULATED BY PRESIDENT

(By The Associated Press.)
WASHINGTON, June 6.—A telegram congratulating Clarence Chamberlin on his flight to Germany was sent today by President Coolidge, as follows:

"Congratulations upon your wonderful feat in setting a new non-stop record in conquest of the air. Our country rejoices with me in your safely making first sustained flight from America to Germany with our greetings to its people."

Chamberlin and Levine were credited with a flight of 3950 miles today by the Geographical Survey which measured the distance from Roosevelt Field to Eisleben.

The survey's figures on the Lindbergh flight were 3610 miles. The computation was made at the request of Carl F. Schory, secretary of the National Aeronautical association.

NEXT HOP FROM NEW YORK WILL AIM FOR ITALY

Designer of Columbia Is
Secretive, However, in
Regard to Details.

GREAT FUTURE SEEN

Lindbergh Fails to Catch
Sight of Chamberlin's
Plane; New Honor Is
Langley Medal.

(Associated Press Leased Wire.)
NEW YORK, June 6.—Giuseppe M. Bellanca, designer of the monoplane "Columbia" which carried Clarence D. Chamberlin and Charles A. Levine to Germany, today announced that a flight to Rome from New York in a "single motored plane" will be made probably in October. The names of the pilot, the navigator and the backer, he said, he did not wish to divulge at this time.

The two non-stop crossings of the Atlantic prove that commercial transportation of passengers and freight across the Atlantic is near at hand, Bellanca predicted. "Trimmed plans of a type to make landings in water will be used, the designer said.

A first essential of the planes to be used in commercial trans-Atlantic flights, Mr. Bellanca said, will be that they fly in perfect ballast and full load using less than 50 per cent of the total horsepower of the three motors.

America's Opportunity
"The endurance of the pilot cannot be questioned," Mr. Bellanca said in speaking of the flight of the Columbia.

"He flew under all kinds of weather, much of which was adverse and he ought to be commended. I am highly pleased at his great work."

"Now is America's great opportunity with its great resources, its immense coast line and its financial and industrial facilities, to become leader of all the aviation movement."

Lindy Misses Columbia.
U. S. S. MEMPHIS, (By wireless to the Associated Press), June 6.—News that the Bellanca Columbia had passed within twelve miles of the Memphis in its trans-Atlantic flight from New York to a European destination, was the biggest event of Sunday, not only for Captain Lindbergh but for the entire personnel of this cruiser which is taking the aviator back to America.

"Lindy" rushed to the bridge as (Continued on page 6.)

2ND ATTEMPT FAILS 70 MILES FROM THE GOAL

Columbia Imbedded In
Swamp, With Broken
Propeller; Both
Men Unhurt

(Associated Press Leased Wire.)
BERLIN, June 6.—America's second great trans-Atlantic flight ended today near Kottbus, seventy miles south-east of Berlin, when the Bellanca plane Columbia landed on marshy ground at the village of Klinge.

The propeller of the plane was broken in the forced landing, which was made shortly before noon, but Clarence D. Chamberlin, the pilot, and his companion, Charles A. Levine, escaped injury.

The Columbia was located by one of the Luftwaffe scouting planes from Tempelhof field, Berlin, at the moment Chamberlin was making his forced landing in the marshy meadow.

Chamberlin and Levine, it was announced, will spend the day and night at Kottbus and will be brought to Berlin tomorrow afternoon. While here they will stay at the American embassy. "On receipt of the news of the landing, the bands stopped playing at the Tempelhof airfield and the great crowds waiting there were advised to disperse."

First Landed in Saxony
The flight previously had been broken at Eisleben, Saxony, about 110 miles southwest of Berlin, at five o'clock this morning, when the Columbia, after 42 hours of continuous progress from Roosevelt field, Long Island, was forced to descend by shortage of fuel.

Resuming the flight at 9:35, Chamberlin passed over Magdeburg in the direction of Berlin at 10:10, but apparently miscalculated the direction and swung slightly to the southeast instead of the northeast.

Flier Explains Descent
KOTTBUS, Germany, June 6.—Motor trouble and a shortage of gasoline caused the descent of the American trans-Atlantic plane Columbia, said Clarence D. Chamberlin, arriving here by motor this afternoon from Klinge, where the Columbia is imbedded in mud where it landed.

"We were forced to come down because of a shortage in fuel and also motor trouble and while the spot that we picked out looked good from the air, we soon discovered that we had dropped on dangerously swamp ground," said Chamberlin.

The American aviator declared that it was his intention and that of Charles A. Levine, who accompanied him on the trans-Atlantic voyage to fly to Berlin late this afternoon in a Lufthansa plane. It is believed, however, that he is likely to decide to wait for repairs to his own plane, flying to Berlin tomorrow.

In alighting, the Columbia's propeller struck the ground, putting the plane out of commission. Chamberlin and Levine, who had just completed a flight of approximately 4,000 miles, gave little (Continued on page 6.)