

6:30 Weather
Highest temperature yesterday...65
Lowest temperature last night...53
Fair Tonight and Wednesday;
Warmer Wednesday.

ROSEBURG NEWS-REVIEW

Consolidation of The Evening News and The Roseburg Review

DOUGLAS COUNTY

An Independent Newspaper Published for the People

LIBRARY University of Oregon

DOUGLAS COUNTY
"The End of the Homeseeker's Trail"

VOL. XXVIII NO. 58 OF ROSEBURG REVIEW ROSEBURG, OREGON, TUESDAY, JUNE 28, 1927. VOL. XVIII NO. 133 OF THE EVENING NEWS

ARMY AVIATORS ON WAY TO HONOLULU

VOTE IN STATE ELECTION WILL BE VERY LIGHT

Less Than Forty Per Cent of Voters Will Turn Out Is Prediction.

INCOME TAX ISSUE

Chief Interest Shown in Tax Measure—Douglas County Concerned in River Closing.

PORTLAND, Ore., June 28.—Voters of Oregon today were expressing their views as to whether the state should have an income tax, which was provided by the legislature this year subject to approval of the people. Early reports from precincts in Portland and vicinity and in outlying sections of the state indicated a light vote. Late afternoon and evening voting was expected to be heavier, but election officers here and elsewhere estimated that not more than 40 per cent of the registered vote would be cast.

In addition to the income tax, which was proposed by Governor I. L. Patterson to provide revenue to meet a deficit in state government finances, another state financial measure of importance is involved in the election today. It is a proposal to fix a new base for the six per cent tax increase limitation. The new base would be \$3,500,000, and the state government would be limited from increasing taxes more than six per cent above that figure.

There are 12 issues on the state ballot, and in Portland voters were to decide upon bond issues for a proposed wide traffic artery to the Burnside bridge, for construction of a new Morrison street bridge, and for a new armory.

Voting in Roseburg up to an early hour this afternoon was reported to be unusually light. Little interest being shown in the various measures on the special ballot. Reports from the nearby rural districts indicated that the voters there might be heavier in proportion than in the city, as the income tax issue has been quite widely discussed by various rural organizations.

It was thought possible that the voting might become heavier later this afternoon but it is expected that the percentage of voters out for the election today will be very small.

In addition to the income tax issue, which has been of considerable local concern, is the Nestucca river closing, a measure in which the sportsmen of the county have been quite interested.

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Gorilla Man?



With the arrest of Earl Nelson in Winnipeg, Man., police believe they have ended the depredations of "the gorilla man," hunted as a strangler of women in Canada and the United States. A coroner's jury held him responsible for the deaths of a woman and girl. Indicted on a charge of murder in Buffalo, N. Y., also was expected to be returned.

GRANTS PASS MEN COMING WED. FOR FORUM LUNCHEON

H. D. Norton, a prominent Grants Pass attorney and President of the First National Bank and also of the Chamber of Commerce, will head a large delegation of members of the Grants Pass Chamber of Commerce coming to Roseburg Wednesday to present the program at the weekly forum luncheon. The Grants Pass people are repaying a visit recently made by the Roseburg Chamber of Commerce. They will bring a group of live wire speakers in which local people will undoubtedly be greatly interested.

SIX SLAYERS OF FILM COWBOY ARE SENT TO PRISON

LOS ANGELES, June 28.—Five men and women convicted of manslaughter for the death of film cowboy Tom Kerrick last April, during a wild liquor party, were stunned today when Judge Carlos Hardy denied their applications for probation, sanctioned by the state, and after a severe lecture sent them all to San Quentin for from one to ten years.

Mrs. J. V. O'Mara of Glendale spent Monday afternoon in Roseburg transacting business and shopping.

OREGON TRUNK BACKER WOULD TAKE OVER JOB

Great Northern Applies to Interstate Board for Necessary O. K.

IN ACCORD WITH S. P.

Will Go 50-50 on Paunina-Klamath Falls Line and Buy Half of Stock in O. C. and E.

WASHINGTON, June 28.—Full plans for settlement of the long standing railroad controversy over new construction in central Oregon were filed today with the interstate commerce commission.

The Great Northern railroad asked the commission to be allowed to take over all the construction projects undertaken originally in the territory by the Oregon Trunk railroad and declared that agreement had been reached with the Southern Pacific over all the disputed points in the program.

The Great Northern will undertake to operate from Spokane, Wash., southward into Oregon over the rails of the Spokane, Portland and Seattle into Bend, Oregon over the rails of the Oregon Trunk company, the application said.

From Bend southward the Great Northern intends to extend into Klamath Falls. It will purchase the logging railroad of the Shelvick-Hixon company for \$375,000, and will extend this road to Paunina. At Paunina it will acquire rights to operate over the Southern Pacific's Natron cut-off directly into Klamath Falls.

At that city the Great Northern will leave the Natron cut-off at its north switch and build south through the town along the west side of Link river to the terminal property on the south side of the city now owned by the Oregon Trunk.

In return the Great Northern will pay one-half the operating cost of (Continued on page 6.)

MRS. S. C. HOUSER, FORMER RESIDENT HERE, DIES AT 83

Mrs. Sylvia Houser, for thirty years a resident of Roseburg and well known in the city, died at about 11 o'clock this morning at the home of her daughter, Mrs. G. D. Hinsdale, at Forest Grove, where she was stricken with an illness about ten days ago while on a visit.

"Grandma" Houser, as she was familiarly known to her intimate friends, was born in Indiana where she spent her early girlhood. She would have been 81 years old next October. She was married to S. C. Houser in Kansas and they came to Oregon several years later, settling at Meacham, in Eastern Oregon. The family afterward came to Roseburg where they made their home for many years. Mr. Houser passed away eleven years ago. Ten children were born to their union, seven of whom are living. They are Mrs. Horace Marsters, of Salem; Mrs. G. D. Hinsdale, of Forest Grove; O. A. Houser, of Riddle; A. B. O. C. L. J. and D. S. Houser all of this city.

Mrs. Houser was a woman of sterling character and one whose sweet personality endeared her to her many friends. She had been a member of the Seventh Day Adventist Church for the past number of years and was a member of the Women's Relief Corps.

182-TO-1 ODDS ON HORSE WINS FOR 4 PERSONS

(Associated Press Leased Wire)
CHICAGO, June 28.—Only four persons, including the owner, bet on a horse that paid odds of 182 to 1 at the Homewood track yesterday, and when the long shot came home a victor, two almost swooned, and another, a negro stable boy, turned handsprings until he was exhausted.

It was the Kentucky thoroughbred "Blue Blood" who wrote race horse history for Illinois when she finished two lengths in front in the five-furlong race. The horse's owner, Carter Everett, apparently was the only person in the park who wagered more than \$2. He played \$20 "on the nose" and collected \$3,651. He was overcome when the odds were posted.

A glass of water had to be hurried to a woman in the club house who bordered on hysterics when she saw that her \$2 ticket across the board had returned her \$610.20.

THREE EMPLOYEES WRECK RICH MAN'S PALATIAL MANSION

Denied Wage Increase and Tips, They Hold Reveal and Do Damage of \$250,000.

(Associated Press Leased Wire)
NEW YORK, June 28.—Disatisfied with tips and wages given them by their wealthy employer, C. B. Lihme, retired zinc magnate, three apartment house employees held a drinking orgy in his exclusive Fifth avenue apartment, the police announced, and destroyed \$250,000 worth of rare furnishings and art objects.

Ham bones, ale bottles, knives and tongs were tossed recklessly at Van Dyck and Tubens masterpieces, statuary, costly rugs and tapestries.

A mirror, fifty feet square, was smashed to bits and a \$17,000 organ was wrecked.

The damage which police and insurance adjusters declared exceeded anything they ever had seen before, was done Sunday shortly after the Lihme family moved into its summer home in Newport. It was discovered when an interior decorator called to transfer paintings to an exhibition.

Two of the accused employees, elevator operators, were in custody today, and search was being made for a third.

The vandals confined their activities chiefly to the first floor of the triplex apartment, comprising the three top floors of a 14-story building.

The police said the two elevator men, John Healy and George Tierman, both 30, confessed.

"We did it," they quoted the men as saying, "because Lihme didn't raise our wages and because he didn't tip us."

COCHET DEFEATS HUNTER AT TENNIS IN GREAT SPURT

(Associated Press Leased Wire)
WIMBLEDON, England, June 28.—Playing one of the streaks of "inspired" tennis for which he is famous, Henri Cochet of France came from behind to defeat Francis T. Hunter, American, in their quarter finals match here today.

Hunter dominated the courts for the first two sets, keeping the Frenchman away from the net with low deep drives to the base line and corners. Then Cochet stormed the net and ran off the last three sets to win at 3-6, 3-6, 6-2, 6-2, 6-3.

Cochet's victory put him in the semi-finals, to which his fellow countryman, Rene Lacoste had advanced earlier in the day by beating the Czechoslovakian, Karl Kozeluh, in straight sets at 4-6, 6-3, 6-4.

Miss Helen Willis, former American champion, reached the semi-finals in the women's singles by defeating Mrs. Peacock of South Africa 6-3, 6-1.

BASEMENT FILL FATAL TO WOMAN

(Associated Press Leased Wire)
PORTLAND, Ore., June 28.—Tripping on basement stairs today, Mrs. Laura C. Mink, 60, fell to the basement floor at her home, struck her head on the concrete and died before medical aid could reach her. Her skull was fractured.

PERSONALITIES OF FOUR FLIERS ARE FAR APART

Smith of Buoyant, Boyish Disposition; Carter Merely a Sailor.

ARMY MEN TACITURN

Maitland and Hegenberger Agreeable but Retiring—Latter Inventor of Air Compass.

(Associated Press Leased Wire)
MUNICIPAL AIRPORT, Oakland, Cal., June 28.—Four distinct personalities ranging from the temperamental boyish type to the taciturnity of a stern man of the sea, characterize the principals in the Golden Gate-Hawaiian flight drama.

The most unique of the four is Ernest L. Smith, pilot of the little monoplane of uncertain lineage which will compete against the triple-engine Fokker C-2 of the army. Smith is the "boy" of the adventure. He carries his 34 years and his wide flying experience so lightly that he hopped about the field and waved his arms like a dancing dervish on discovering that his plane really could fly.

The initial flight was an unimpressive one of seven minutes' duration, but to Smith and his navigator, Charles H. Carter, it meant that the thing of cloth, wood and iron on which they had worked for days was really an airplane, even if it did list a bit. The "list" was promptly corrected and Smith was in high spirits.

Smith is of the dynamic sort. Out of flying clothes he is well dressed, polished and a mark of attraction among the fair sex. He is a graduate of the University of California.

Carter, a bachelor of 32, is almost the opposite mould. He is quiet, serious minded—a sailor man probably more accustomed to listening to the howling of a gale in the Bering sea than to the buzz of a drawing room. He was a navigator during the World war, and since then has plied the Pacific from Los Angeles to Nome. Navigation is his passion.

"Pick out the pineapple field you want to land in and Charlie Carter will guide you there" is the way his professional ability is described among acquaintances. He is not an aviator. Smith will hold the stick for the full 2400 miles.

Lieutenants Lester J. Maitland and Albert Hegenberger, the army entries, are both pilots, but the stick will be in the hands of Maitland most of the time, while Hegenberger watches radio apparatus, navigation and aerial instruments.

Army Fliers Taciturn
Maitland is tall, handsome, blonde, quiet and 29. He is so quiet that even his father was unable to get anything but a grin when he solicited information about the flight. He stands 6 feet 1, weighs near 180 and has blue eyes and a perpetual smile. His diction is faultless.

There is a certain air of mystery about Hegenberger which the reporters have failed to fathom. He is agreeable but retiring. A graduate of Massachusetts Institute of Technology.

WHEAT BELT IN IDAHO HARD HIT BY HEAVY STORM

PORTLAND, Ore., June 28.—Damage of many thousands of dollars resulted from a hail and rain storm which swept over a wide area of Camas Prairie, Idaho, on Monday, said R. E. Hanrahan, manager of the Camas Prairie railroad, who was in Portland today conferring with officials of the Union Pacific system.

"The storm swept over a vast territory between Fordland and Grangeville, estimated between 10 to 15 miles wide and 17 to 18 miles long," said Hanrahan. "The farmers are said to have lost approximately 12 per cent of their wheat which will amount to approximately 700,000 bushels. The hail stones are reported as being very large."

Hanrahan said Cottonwood and Grangeville were considerably damaged from the storm.

Mrs. R. W. Price and family visited overnight Monday in Roseburg on their way to Crater Lake where Mrs. Price will open Crater Lake lodge resort soon.

FLIER IS KILLED

(Associated Press Leased Wire)
CALGARY, Alberta, June 28.—Flight Lieutenant C. M. Anderson, Royal Canadian Air Force, was killed today when his airplane crashed and burned at the High river air patrol station.

GRANDMOTHER OF 81 HEADED FOR OREGON ON FOOT

(Associated Press Leased Wire)
CHICAGO, June 28.—Mrs. Fanny Streator, 81 years old, whose desire to see her three youngest grand children, caused her to leave her home at Blackburg, Va., on June 15 to walk to the home of her daughter, Mrs. Wyde Keen, of Applegate, Ore., reached Chicago today.

Peacefully puffing on an ancient looking corn cob pipe, she told reporters she had turned down a good many rides on her cross country hike, "because just a-sittin' there is more tiring than walkin'."

Her daughter wrote that poor crops prohibited sending the mother railroad fare to Oregon so she would have to give up seeing her three last grand children until next year, said Mrs. Streator.

The little gray haired woman, however, told reporters that she "had a hold to do anything I set my mind to," and so packed a few gingham aprons and her pipe and home grown tobacco into a battered suitcase and started out on foot.

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HEGENBERGER AND MAITLAND REPORTED 300 MILES AT SEA THREE HOURS AFTER HOP-OFF

Smith and Carter, Civilians, Try to Follow 2 Hours Later, but Return in 10 Minutes With Broken Windshield; Indefinite Postponement, Backer's Decision.

MUNICIPAL AIRPORT, Oakland, Cal., June 28.

Ernest L. Smith, civilian flier, started on a non-stop flight to Honolulu today and was forced to return because of a broken windshield.

Smith made his take-off at 9:36 a. m., and returned to the field 10 minutes after the departure, landing safely with his capacity load of 370 gallons of gasoline.

Edmund J. Moffett, one of the three backers sponsoring the flight by Smith and Charles H. Carter, announced shortly after noon today that the flight was indefinitely postponed.

Smith, who had been quite nervous all morning, appeared extremely agitated over the postponement. It was his expressed ambition to overtake the army Fokker about midway across the Pacific. This he said he was confident he could do.

SAN FRANCISCO, June 28.—The naval radio reported at 10:35 a. m. today that the army radio service communicated with the Fokker army plane that left the Oakland municipal airport at 7:09 a. m. The army plane was 300 miles off the coast at that time.

OAKLAND, Cal., June 28.—The giant tri-motored army Fokker monoplane, piloted by Lieutenant Lester J. Maitland and with Lieutenant Albert Hegenberger as navigator left here on its attempted non-stop flight to Honolulu at 7:09 a. m. today.

Before they departed General Macon Patrick, chief of the government air service, shook hands with them with a warm lingering clasp. "God bless you, my boys," the general said to the two fliers. "I know you are going to do it."

Lieutenant Maitland replied: "General, you know I'm going to do my best."

Just as the motors started, Ernest L. Smith, pilot of the civilian plane which was expected to follow the army plane into the air within the next few hours, ran in front of the army plane and, clasping his hands together he thrust them over his head and imitated a handshake so that both Lieutenants Maitland and Hegenberger could see him through the window of the pilot's cabin.

"Good luck," Smith shouted at the top of his voice, and the friendly rivals who were beating him to the take-off smiled and nodded.

Lieutenant Maitland's parents, Mr. and Mrs. J. W. Maitland of Burlingame, Cal., were on the field to witness the take-off of the army plane. To them went the final hand wave from the pilot as the plane started rolling along the runway. Neither the father nor mother would discuss their son's venture after the plane departed.

Army Asks No Aid
WASHINGTON, June 28.—The army is "on its own" in the Hawaiian flight.

No special aid has been asked of the navy or the shipping board, as has been the case in past aviation attempts involving the covering of thousands of miles of ocean waters.

Ships at sea are expected to report the progress of the plane, but there have been no orders for formation of ship lines to guarantee safety in event of a forced landing.

The army's explanation of this is that there will be no forced landing. Preparations for the flight have been secret but very thorough, and its successful outcome and the function of the navigation instruments aboard are expected to be a major factor in the development of trans-oceanic airplane travel.

Regarding the flight purely as a scientific test, without the thrill of the Lindbergh adventure, the army air corps today had not even set up a system to obtain information from its two fliers, depending largely on casual reports from ships at sea or from other sources.

Just before the take-off Lieutenant Maitland sent this telegram to Assistant Secretary Davidson:

"All preparations made. Entirely satisfied with equipment and we will take off between 7 and 8 this morning. Most sincere regards from Hegenberger and myself. You know we will do our stuff."

Flier's Wife Confident
WASHINGTON, June 28.—"I feel very confident," was the comment here today of Mrs. Lester J. Maitland, when asked concerning her views of her husband's chances for success in his Hawaiian flight.

Mrs. Maitland is visiting the (Continued on page six.)

Frisco-Honolulu Flight Summary

(By The Associated Press.)
Contenders: Lieutenants Lester J. Maitland and Albert Hegenberger in three-motored Fokker C-2 plane. Ernest L. Smith and Charles Carter, civilians.

Distance: 2400 miles, the longest all-water flight ever attempted.

Gross weight: Army plane, 13,500 pounds; Smith, 4,732 pounds.

Cruising radius: Army plane, 3,000 miles; Smith, 3,250 miles.

Fuel loads: Army plane, 1,040 gallons; Smith, 370 gallons.

Estimated elapsed time: Army plane, 28 to 30 hours; Smith, 24 to 27 hours.

Equipment: Army plane, radio beacon, transmitting and receiving set, smoke bombs and all ordinary navigation instruments. Smith, radio transmitter, plain magnetic compass and other usual navigation instruments. The army plane carries a pneumatic life raft. Smith discarded his.

Rations: Army plane, one bottle hot soup, one bottle hot chocolate, a supply of hard tack, and five gallons of distilled water. Smith, one bottle hot chocolate, a supply of hard tack, a few sandwiches and an emergency kit of concentrated food, enough to last ten days.

Smith expects to make 88 miles per hour at the take-off and to increase his speed soon to 115 miles per hour. The army plane expects to travel an average of about 105 miles per hour. Both these figures are dependent upon the presence of favorable atmospheric conditions.

American Families Are Home Lovers

Composite View Shows Their Tastes

Modern Conveniences Lighten Work

(Associated Press Leased Wire)
NEW YORK, June 28.—A composite picture of the average urban American home today reveals an up-to-date establishment, occupied by a small family, which likes its home and stays there, says the Literary Digest after a two-year study of 11,232 homes.

Although about two-thirds of the families owned automobiles they were for the most part stay-at-homes, regarding motoring as a form of out-of-door recreation rather than a mode of travel. Almost half said they made only seasonal pleasure trips, while 40 per cent or more made practically no pleasure trips.

Despite the enthusiasm with which radio has been received, the average family adheres to the phonograph and the piano for its music. Not four in ten had radios, while nearly six in ten had phonographs and about half pianos.

While not one housewife in ten had the assistance of a full time servant almost all of them were aided by electricity, and about 90 per cent gas, running water and plumbing, eight out of ten used gas

ranges and electric irons, and six out of ten had vacuum cleaners.

"The average size of the American family is usually overestimated, it was found. The number of families having two, three or four members is over twice as large as the total number in all other groups taken together."

An inquiry into hobbies revealed that almost every other family was equipped for hunting or fishing, although not one in ten owned a summer home, cottage or camp. One in four professed greatest interest in motoring.

About 71 per cent of the families owned their own homes. The average home was valued at \$5,671. Thirty-eight per cent had an income of \$2,000 or less, and 67 per cent of \$3,000 or under. One family in six owned corporation stocks, and the same proportion owned investment bonds. About half had charge accounts with merchants.

The material for the study was gathered by personal interviews, the interviewer in each case submitting a questionnaire of nearly 300 questions.