The Weather
Highest temperature yesterday....74
Lowest temperature last night....51
Forecast for southwest Oregon: Partly cloudy and unsettled tonight and Tuesday, warmer Tuesday.

ROSEBURG NEWS-REVIEW

Consolidation of The Evening News and The Roseburg Review

DOUGLAS COUNTY

An Independent Newspaper Published for the People

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

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PRIDE OF DETROIT HAS REACHED GERMANY

ARMY AVIATORS REPORTED HELD AS PRISONERS

Capture and Detention in Mexico Announced in Texas Telegram.

GOVT. AGENTS ACT

Plane Forced Down While Hunting in Desert for Shell-Shocked and Lost Veteran.

(Associated Press Leased Wire)

SAN ANTONIO, Texas, Aug. 29.—Belief that two army aviators, Captain C. H. Reynolds and Staff Sergeant Gus Newland of Fort Sam Houston, have been captured by Mexicans was expressed by friends of the men here today.

The men were forced down Saturday while returning from Phoenix, where they had been assisting in the search for Alfred C. Menard, shell shocked war veteran who is lost in the desert.

Today a friend of Captain Reynolds received a telegram from Marfa, Texas, saying that the men had been captured by Mexicans and were held at Vado de Piedras, eight miles down the river from Puidosa.

The telegram was signed by Colonel C. F. Babcock of the First Cavalry at Camp Marfa. Babcock said that the plane was not hurt and that he was making arrangements with authorities at Ojinaga to negotiate for their release.

Lieutenant Charles Douglas and Staff Sergeant Henry Williams, who also assisted in the search for Menard, made the return trip without incident.

Colonel J. C. McArthur, chief of staff of the second division, announced that he had taken the matter up with Alejandro P. Carrillo, counsel general for the Mexican government here, yesterday and that Carrillo had wired his government in Mexico City requesting that the matter be cleared up as soon as possible.

VISCOUNT CECIL WITHDRAWS FROM LEAGUE ASSEMBLY

(Associated Press Leased Wire)

LONDON, Aug. 29.—Viscount Cecil, of Chelmwood, has definitely resigned his cabinet post as chancellor of the duchy of Lancaster, it was learnerd today and will not go to Geneva for the forthcoming meeting of the League of Nations assembly.

Lord Cecil was closeted with Premier Baldwin last night and it is understood the latter tried to persuade him to postpone his resignation until after the assembly meeting. Lord Cecil, however, persisted in his resignation on the ground of his dissatisfaction with the government's course of policy regarding disarmament.

RIVERSIDE MAN INJURED WHEN HIT BY TRAIN SUNDAY

Silas Lamere, a deaf mute, of Riverside, who has been employed as a shoemaker in this city for some time past, was struck by the southbound Shasta Limited yesterday afternoon while walking along the edge of the railroad track near the West Douglas street crossing. He was severely injured but his condition is not considered dangerous.

Lamere's total loss of hearing rendered useless the whistle of the locomotive as the train approached him from behind. That he was not killed is due to the fact that he was walking outside of the rails. The projecting cross-beam of the locomotive pilot struck him in the back and hurled him several feet away. Painful bruises resulted but no bones were broken, a fact determined by an X-ray examination at the offices of Dr. L. M. Lehrbach, who attended him.

Lamere is now at the home of his brother on Short street, in this city.

FARMER BLOWS HIMSELF TO BITS WITH DYNAMITE

(Associated Press Leased Wire)

SALEM, Ore., Aug. 29.—William Kissling, 45, bachelor farmer living two miles east of Pratum, committed suicide late Saturday afternoon by placing several sticks of dynamite beneath his body.

Search was not started until about 8 o'clock when he failed to show up at the home of H. H. Paget, where he boarded. A small hole in the MacAdam road, fragments of flesh and clothing and his watch beside the road and a handkerchief on a gate were found. Portions of the body were located after daylight Sunday in adjacent fields.

Later in the day a farewell message and names of minor creditors were found scratched on the nearby gate. Kissling was despondent because farm experiments had not proved satisfactory and he believed himself a failure in comparison with his brothers, neighbors state.

SACCO-VANZETTI SYMPATHIZERS ARE BLAMED FOR FIRES

Incendiarism in Cambridge and Boston Hits Eight Places; Police Are Investigating.

(Associated Press Leased Wire)

BOSTON, Aug. 29.—A series of fires of suspected incendiary origin and thought in Cambridge, alleged to be the work of Sacco-Vanzetti sympathizers, was under investigation in the two adjoining cities today while police of both moved to protect fire houses which suffered in four of the fires.

Eight incendiary fires, all within a mile and a half of each other, kept the fire apparatus of both cities on the jump yesterday afternoon and last night.

Two fire houses each in Cambridge and this city were set on fire during the absence of the companies at one or another of the series of blazes and under conditions which left little doubt in the minds of officials that the outbreaks were planned and executed by the same person or group.

Five of the fires were in Cambridge. Two of them, those in the fire houses, were set while the apparatus was busy battling flames in an old barn. The companies no sooner had returned to find their own quarters ablaze than two chemical plants were discovered burning after slight explosions.

In this city two other houses were left temporarily uncovered while the apparatus was called to a multiple alarm from the freight yards of the Boston and Maine railroad where a storage shed was on fire.

That fire, which was the most serious of the day, was subsequently pronounced incendiary by investigating officials.

MYRTLE CREEK MAN IS DEAD

Edwin Francis Reid, a well known resident of Myrtle Creek, died at his home Sunday evening at 6 o'clock at the age of 78 years. He was born in Ohio on January 4, 1849, and for the past 18 years has been a resident of Myrtle Creek. He is survived by his wife and the following children, C. M. Reid, Klamath Falls, Ore.; D. M. Reid, of Yreka, Cal., and Mrs. P. R. Weaver, Myrtle Creek. J. E. Gartman, St. Helens and E. Gartman of Doniphan, Missouri, are surviving step-children. Mr. Reid was a member of the South Methodist church. Services will be held in the Methodist church at Myrtle Creek, Tuesday morning at 10 a. m., and interment will follow in Myrtle Creek cemetery. Funeral arrangements are in charge of H. C. Stearns of the Douglas Funeral Home.

INSPECTING ROADS

County Commissioners Beckley and Clough and County Engineer Frear left this morning for Reedsport and Loon lake where they will spend a couple of days making an inspection of the road work being done in that locality. The construction work on the Loon lake job is now progressing very rapidly.

RAIN PUTS END TO DROUGHT ALL OVER THE STATE

Forest Fire Situation Is Greatly Improved by High Humidity.

BROWN ROT FEARED

Wet Weather May Cause Some Loss to Prunes If Condition Exists for Week.

Roseburg today experienced its first rainfall since June 28, light showers falling during the morning. The rain, it is believed, will do no damage to crops, unless it continues for several days, and on the other hand is a welcome relief to the forest protection crews. The forests have been practically free from fire, but during the dry weather the protection forces were kept on a tension to meet any emergency, but now the high humidity is giving them a rest for a few days at least.

The only damage that can be done, it is believed, is to prunes. The weather condition is good for the development of brown rot and should the rain continue some damage might be done. Many growers, however, have taken precautions against brown rot so that the loss may be somewhat controled by the measures used.

La Grande Gets Storm

(Associated Press Leased Wire)

LA GRANDE, Ore., Aug. 29.—An electrical storm, accompanied by .15 inches of rain descended on La Grande last night. No damage is reported. The rain ended a fortnight of drought.

Fires Put Out

EUGENE, Ore., Aug. 29.—High relative humidity coupled with green timber, aided fire fighters in western Lane county over the week-end, and this morning the fire which has been raging west of Eugene, in the Triangle Lake district, was report under control.

Ranchers who were trapped by the flames were reported safe.

Rain at Pendleton

PENDLETON, Aug. 29.—A light rain which fell in various sections of Umatilla county Sunday afternoon, did little noticeable damage to crops, according to reports from the sections affected.

Fire Situation Better

PORTLAND, Ore., Aug. 29.—While the forest service still had large crews of men fighting fires in the Columbia National Forest today none of the fires was menacing, rain was helping in the effort to extinguish the flames.

Warm Weather Coming

PORTLAND, Ore., Aug. 29.—Light rain and cooler weather today gave hint of fall, but the

(Continued on page 3.)

TWO ENGINEMEN KILLED IN WRECK IN PENNSYLVANIA

(Associated Press Leased Wire)

PITTSBURGH, Pa., Aug. 29.—Two enginemen were killed and two other members of the crew injured seriously, when the Broadway Limited, fast Chicago to New York passenger train on the Pennsylvania railroad, was wrecked this morning just east of Gallitzin Tunnel, 12 miles west of Altoona, Pa.

The train was being pulled by two locomotives and the lead engine left the track, plunging over a 200-foot embankment. The second engine hung on the edge of the embankment, while the combination baggage and club car also went over into the ravine below. Three pullmans were derailed, but did not overturn. The passengers, it was said, were shaken up.

The dead:

C. L. Garrett, engineer, Pitcairn, Pa.; C. R. Spangle, fireman, Derry, Pa.

The injured:

E. F. Hartman, Conemaugh, Pa., fireman, serious with fractured arms, cuts, bruises, and possible internal injuries; G. R. Hunter, Pittsburgh, engineer, cuts and bruises.

SHOWER PUTS END TO MENACING FIRE NEAR MARSHFIELD

(Associated Press Leased Wire)

MARSHFIELD, Ore., Aug. 29.—A slashing and brush fire which threatened the pump station and high power line to the plant of the Coos Bay Water company near Marshfield, late yesterday, was practically extinguished in the night by a heavy shower. About one-third of an inch of rain fell.

More than 50 men were engaged yesterday and last night in fighting the blaze which had swept nearly two and a half miles.

Aside from danger to the city water supply of both Marshfield and North Bend, the fire was headed toward the residence district of West Marshfield and also the small mill of the Marshall Mill and Timber company.

One or two families moved from their homes yesterday while the fire was at its height. Practically no loss was caused by the fire except the cost of fighting it.

OREGON DEFICIT TO BE FAR BELOW FIRST ESTIMATE

Tax Commissioner Fisher's Report to Kay Prunes Amount to Extent of $548,260.

(Associated Press Leased Wire)

SALEM, Ore., Aug. 29.—Latest estimates of the state tax department and the state treasurer's office as to the probable deficit at the end of the present biennium have reduced the figure from $1,5000,000, the estimate of several months ago, to $951,739.50.

A report by Tax Commissioner Earl Fisher to State Treasurer Kay gives all millage tax receipts over which neither the legislature nor the state department have control, receipts from all other sources, requirements of state institutions, unexpended balances, revenues needed for general purposes, state tax levies, and all estimated requirements both under and outside the 6 per cent tax limitation.

Total state requirements for 1927 and 1928 are estimated at $21,360,228.72, but of this amount $9,237,489.15 is not directly related to state government, being mainly millage taxes and continuing appropriations. The sum of $11,010,151.93 was voted by the people.

Requirements of state and state aided institutions for the biennium are estimated at $9,877,284.48 and departmental and general expenses of state government $2,245,455.09.

PIONEER LADY DIES SUNDAY

Mrs. Elizabeth Cole, a well known pioneer of Douglas county, died at the home of E. L. Settle in Dodge Canyon Sunday morning at 9 o'clock at the age of 84 years. She was born in Iowa on December 7, 1842, and was married to Leander Cole in Mankato, Minn. Her husband passed away in 1908. She is survived by six children, Mrs. Ida O'Malley of Sacramento, Cal.; Mrs. Sadie Settle, Oakland, Ore.; Albert, of Chico, Cal.; James of Gerber, Cal.; Fred of Dunsmuir, Cal., and George of Eugene, Ore. The body was removed to the Douglas Funeral Home where it will be held pending the arrival of Mrs. Settle, who with her husband, at present are making a tour in Canada, and will later be shipped to Dunsmuir, Cal., for interment.

MULTNOMAH HOTEL CASHIER HELD UP; $5,000 IS TAKEN

(Associated Press Leased Wire)

PORTLAND, Ore., Aug. 29.—Unmasked and alone, a robber at noon today held up E. L. Ferrall, cashier of the Multnomah hotel, on a street corner in the downtown district and escaped in a small car with $5,000 in cash and checks. Ferrall was on his way to a bank, walking along Oak street, between Fourth and Fifth streets, accompanied by Charles Goeckner, auditor of the hotel, when a tall man wearing a gray slicker, stepped from behind a parked roadster and thrust a pistol against Ferrall's chest.

"Stick 'em up!" he said.

Ferrall thought he was joking, but at a second sharp command he dropped a grip containing the money. The man picked it up, leaped into the car, dashed east on Oak to Fourth, turned south and disappeared.

ROUND THE WORLD FLIERS GIVEN CORDIAL RECEPTION AT MUNICH

REDFERN SHIP THOUGHT SEEN SATURDAY P.M.

Plane Passing Over Orinoco River Delta and Headed For The South

Report Heartens Wife and Friends—Able to Live Indefinitely If He Lands in Jungle.

(Associated Press Leased Wire)

CARACAS, Venzuela, Aug. 29.—It was reported here today that an airplane was sighted over the delta of the Orinoco river at 3 o'clock Saturday afternoon flying in a southerly direction.

The government operator at Tucupita City, in the center of the Delta territory, wired the operators at Ciudad Bolivar Saturday that a mail carrier who left Barrancas for Tucupita that day had informed him he had seen an airplane at 3 o'clock flying over a small river in the delta called Macareocano. It was proceeding in a southerly direction toward the Boca Grande, main outlet of the Orinoco.

The Orincoco delta is on the course mapped out by Paul Redfern, young aviator, who left Brunswick, Ga., Thursday afternoon in a lone attempt to establish a world's non-stop record by flying 4600 miles to Rio Janeiro, Brazil.

His route lay over the path of the gulf stream, east of the Bahamas across the extreme tip of Porto Rico and thence over the eastern part of the Caribbean Sea to the Venezuelan coast. Redfern planned to continue over Dutch Guinea and the northeastern part of Brazil until he reached Macapa on the north bank of the Amazon estuary. If conditions were favorable he planned to continue to Pernambuco, 1300 miles further down the coast, or to Rio, another 1200 miles.

Since his start there has been no authenticated news of his being sighted, although it was reported from the Bahamas that a steamer had seen his plane progressing southward.

Report Renews Hope

BRUNSWICK, Ga., Aug. 29.—Renewed hope that Paul Redfern may have reached South America was given today to the wife and friends of the aviator here today on receipt of the Associated Press bulletin from Caracas, Venezuela.

The news was communicated immediately to the young wife of the aviator who has been staying with friends here since her husband hopped off at 12:46 p. m. Thursday for Brazil.

Redferns' course, however, did not carry him over Venezuela and if the airplane reported sighted there was the Port of Brunswick the aviator had been blown off his course a few hundred miles to the west.

Speculation

Redfern's mapped schedule called for his passage over the Grenada Islands and the towns of St. George Friday morning. A stretch of 489 miles of water then should have brought him over the Tobago Islands 389 miles from continental land. Friday afternoon he expected to be near Port of Spain, Isle of Trinidad and Friday night he hoped to pass over the continent thru Dutch Guinea, but if he encountered severe head winds he would have been held back possibly until Saturday morning before entering South America.

The south 45 degrees east course would have taken Redfern inland over South America at the mouth of the Copperame river in Dutch Guinea, west of Paramaribo.

Storms His Problem

Since Redfern was alone and had no radio, he had to figure out as best he could his course in case winds or storms swerved him from the plotted route. The hope was held here that the aviator, in try-

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FIRST ENTRIES IN WORLD FLIGHT OF THE DETROIT

(By The Associated Press.)

August 27—Left Harbor Grace, N. F., 6:14 a. m. eastern time.

August 28—Arrived Croydon, England, 5:35 a. m., E. D. T., flying approximately 2350 miles in 23½ hours.

August 29—Left Croydon 3:32 a. m., E. D. T., arrived Munich shortly after 11 a. m., E. D. T., after flight of approximately 600 miles in a little more than seven hours.

LEVINE HURLS BIG SURPRISE BY LONE DASH

Slips Away From Paris in His Plane, Lands at London With Great Bump

Two French Machines Give Chase Unsuccessfully; Drouhin, Discarded, Prepares to Sue

(Associated Press Leased Wire)

LONDON, Aug. 29.—Charles A. Levine landed at the Croydon airdrome in his airplane Columbia at 4:05 o'clock this afternoon. There was difficulty in making the landing and the Columbia circled over the airdrome before coming down. The Columbia landed with a great bump and jump and Levine appeared rather nervous. He had nothing to say when members of the flying field force, who had watched his performance, congratulated him on his narrow escape from an accident.

Levine's flight from Paris was an absolutely solo performance, as he was unaccompanied, even by a mechanic. Queried as to his plans and whether Captain W. G. Hinchcliff, British aviator, was going to pilot him over the Atlantic, Levine said he did not know and countered by asking where Captain Minchcliffe was. When told that the British flier was in Cologne, Germany, Levine had no comment to to make.

He was attired in an ordinary business suit and brought no baggage and no passport. He told his questioners that he might leave the plane here and go back to France.

Drouhin Will Sue

PARIS, Aug. 29.—Charles A. Levine took French leave of France today. Without telling any one of his intentions, he flew his trans-Atlantic monoplane Columbia away from Le Bourget Field and went straight to London, giving Maurice Drouhin the most unpleasant of all the surprises that have come to the Frenchman since he agreed to pilot Levine From Paris to New York.

When it was learned that Levine had slipped away in the Columbia, two French pilots set out to "catch" him, but failed. Drouhin then announced that he would sue Levine in the United States for breach of contract. He said he had taken the precaution to have the contract registered at the American consulate.

Levine, it is said, never posted the three hundred thousand francs which the contract called for as an insurance fund for Drouhin's family, and with the Columbia out of the country there is nothing which can be attached in lien of the money.

Drouhin has for his trouble, it is added, only 20,000 francs of his two months' pay of 100,000 francs.

Wife Not Informative

Mrs. Levine is leaving for the United States tomorrow. When informed that her husband was safe in London, she said she did not know whether he was going back to France, but added that he had

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HURRICANE, ELECTRIC STORMS LASH PLANE ON DASH ACROSS ATLANTIC

After Being Driven From Course, Brock and Schlee Find Selves Eventually Over England When Guardsmen Unfurl Union Jack—Canadian Aviators Trying to Follow Them Foiled by Bad Weather.

(Associated Press Leased Wire.)

Followers of the adventurous epic that airmen have been scrawling across the sky this summer had to keep their eyes on three continents and two oceans to read the latest chapter today.

Terry Tully and James Medcalf took off from London, Ontario, on a non-stop flight to London, England, but were forced back by storm.

Edward F. Schlee and William S. Brock made the second leg of their round the world race against time begun Saturday at Harbor Grace, flying from Croydon airdrome, London, to Munich, Germany.

Paul Redfern, lone flier who took off Thursday from the Georgia coast on a non-stop flight to Rio de Janeiro, had not arrived, and it was considered a certainty that he was down, harmed or unhurt no one could tell, somewhere along his long and hazardous course. There was one report that an airplane had been seen over the Orincoco delta, flying south Saturday.

On the Pacific determined searchers were still raking the seas for the seven persons missing since the recent Dole air derby from the west coast to Hawaii.

The Old Glory at New York and the Royal Windsor in Windsor, Ontario, waited favorable weather for flights to Rome and Windsor, England, respectively.

In Europe several aspirants for trans-Atlantic honors bided the weather and a touch of humor was injected into the general feeling of tension when Charles A. Levine, who has flown the eastward ocean passage and hopes to fly the westward, made a mystery flight from Paris. He left without the knowledge of his pilot and suspicion that the American intended to fly the return journey alone, was dissipated when he bumped down onto the field at Croydon.

MUNICH, Germany, Aug. 29.—Completing the second lap of their projected round-the-world flight, Edward F. Schlee and William S. Brock arrived here in their monoplane, Pride of Detroit, from Croydon Field, England, this afternoon.

City and state officials, the American consul and a large and enthusiastic crowd, the members of which had been waiting for several hours, cheered loudly as the graceful monoplane came down at the Munich airdrome shortly after 4 p. m.

Brock and Schlee were each handed a large stein of Munich beer as they stepped from the machine.

(Associated Press Leased Wire)

LONDON, Aug. 29.—America's round the world fliers, Edward F. Schlee and William S. Brock, completed the first lap of their hazardous adventure—the flight across the Atlantic expanse from Harbor Grace, N. F., to Croydon, England, London's airport—in 23 hours, 21 minutes and won the distinction of being first to make a non-stop flight from America to London.

Although they landed at the Croydon Field in brilliant sunshine and only about 20 minutes behind their schedule, the hop was not without its perils, for during Saturday night, when some hundreds of miles off the Irish coast, they ran into a hurricane that kept them on the alert for four or five hours. The night was inky black as their monoplane was buffeted about by the strong winds, and rain poured in streaks. There was lightning and thunder, and somewhere about mid-Atlantic they came through a bad spell of fog and sleet.

Bearings Once Lost

Before daybreak they got a glimpse of green country, but unable to determine just where they Even then they could not get their bearings, and Brock wrote a note on a piece of cardboard and dropped it overboard, asking the name of the country and requesting that it be written on the sand of the beach.

This and a second note were carried away by the wind, but a third, weighed by an orange, caught the eyes of coast guard men who spelled out the word "Seaton." This did not help much, for the name did not appear on their maps. In a short time, someone hoisted the union jack and they knew that they were over England. Then after cruising further they came to the conclusion that they were over the Devon country on the south coast, and tugned their course northeastward, skirted London's suburbs and came down gracefully at Croydon at 10:35 o'clock on a peaceful Sunday morning.

Motor Never Falters

Both Brock and Schlee took turns at the controls during the 2,350 mile trip. Neither slept and they were so preoccupied that they ate only a ham sandwich between them. They drank some water and cold coffee, their vacuum bottle having failed, presumably on account of the altitude, to keep the beverage hot.

The fliers were enthusiastic about the way the plane functioned.

"As for the motor," Brock remarked, "she never missed a rev"—meaning revolution.

They estimated they used only 9½ gallons of gasoline hourly and two gallons of oil.

Record Not Equalled

The Pride of Detroit, whose speed varied considerably, did not establish a time record for the crossing. The first plane to blaze the Atlantic trail, from Newfoundland to Clifden, Ireland, which was flown by Alcock and Brown in 1919, covered the distance of 1,960 miles in 16½ hours, an average speed of 120.9 miles an hour.

Nevertheless, when the aviators went to bed at an early hour last night, they expressed confidence they would accomplish what they set out to do—make a round-the-world flight in less than 28 days.

Canadians Forced Back

LONDON, Ont., Aug. 29.—The monoplane Sir John Garling, bearing Captain Terry Tully and Lieutenant James Medcalf, which took off at 5:50 o'clock this morning, encountered a heavy storm and returned to its starting point at 11 o'clock.

Tully and Medcalf were bent on beating "Duke" Schiller and Phil Wood of the Royal Windsor as the first Canadians to succeed in the

(Continued on page 3.)