

The Weather

Highest temperature yesterday, 76. Lowest temperature last night, 48. Forecast for southwest Oregon: Rain tonight and Tuesday, mild temperature.

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VOL. XXVIII NO. 225 OF THE EVENING NEWS

RUTH ELDER IS COURAGEOUS IN FACE OF DANGER

Crawls Along Ice-Covered Fuselage and Empties Gas Tank.

LETTING HAIR GROW

Refuses Services of Barber and Says She Is Thru With Bobbed Hair—Leave for Paris.

(Associated Press Leased Wire) HORTA, Island of Fayal, Azores, Oct. 17.—Ruth Elder is thru with bobbed hair.

The American aviatrix who started on a flight from New York to Paris with a pastel-tinted bandana over her rebellious brown hair, was introduced to the barber yesterday by her co-pilot of the lost "American Girl," George Haldeman, who had decided she needed her hair trimmed.

In spite of the barber's willingness to accept the honor of being the first to bob Miss Elder's hair after her thrilling rescue at sea by the crew of the Dutch tanker Barendrecht, the aviatrix refused his services. Haldeman tried to persuade her, but Miss Elder insisted her hair must now grow.

Another chapter in the story of Miss Elder's heroism was added during a day of receptions and laudations. Before their descent to the sea, 360 miles from land last Thursday, her courage was tested in a breath-taking manner. The fliers had been driving their plane, even then slowed down by a defective oil line, thru a sleet storm. The tail of the plane, on which a heavy coating of sleet had formed, became too heavy for the machine to be kept on even level.

Something had to be done to right this. There was some gasoline stored in the tail of the plane—a reserve supply to be used in an emergency. Haldeman and Miss what should be done. They decided that the reserve supply of gasoline would have to be jettisoned. They then took turns at the stick, while one or the other crawled along the icy fuselage of the plane, then flying over the tossing Atlantic, and threw overboard some of the reserve supply.

Ruth took her turn at crawling along the fuselage without a tremor. It was related, and this chore accomplished, returned to her (Continued on page 8.)

WHAT'S WHAT IN AVIATION

(Associated Press Leased Wire) (By the Associated Press) Ruth Elder and George Haldeman, co-pilots of the lost "American Girl," were lauded at Horta, the Azores, when it became known that Miss Elder and he took turns in crawling along the sleet covered fuselage of their airplane to jettison gasoline stored in the tail in order to keep the plane balanced.

Dieudonne Costes and Joseph LeBrix arrived Sunday at Latecoere air field near Caravelles, Brazil, 450 miles north of Rio Janeiro, from part Natal, Brazil, on the third leg of their Paris-to-Rio Janeiro flight.

The Heinkel hydro-airplane D-1220 with its crew of three Germans, flew from Amsterdam, Holland, to Vigo, Spain, a distance of about 1,000 miles.

The Junkers hydro-airplane, D-1230, in which the Viennese actress Lilli Dillenz and three German birdmen are attempting a flight westward over the Atlantic to America, was being projected for a continuation of its projected flight while Miss Dillenz was feted with Miss Elder at Horta. The aviatrix in charge said the D-1230 would hop off when ready.

Captain Charles, French aviator who left Villa Coublay, near Paris, October 11, on a flight to Indo China landed at Karachi, India. His flight will end at Hanoi.

Mrs. Keith Miller and Captain Lancaster, on a London-Australia flight in a light two-seater plane, arrived at Dijon after a flight from Paris. Their next hop will be to Rome.

Captain Frederick Giles, English aviator who hopes to fly across the Pacific to Australia, flew from Salt Lake City, Utah, to Elko, Nevada.

TWO YOUNG GIRLS SHOT TO DEATH BY A TAXICAB DRIVER

(Associated Press Leased Wire) CHICAGO, Oct. 17.—Two 19-year-old girls were shot to death early today and then thrown from an automobile which sped on for a block before skidding to a stop against the curb, with a dead man at the wheel.

The driver, a bullet thru his right temple, was Wilfred Winters, 22, one time taxicab driver, but recently unemployed. The girls who were killed were Catherine Stradler and her chum, Margaret Martin, both high school graduates of last year.

The triple shooting took place on Rhodes Avenue, on the south side. The neighborhood was aroused by the crack of revolvers about 1 a. m. At least two householders living on the street went to their windows and looked out in time to see the bodies of the two girls pushed from the automobile. The car zig-zagged ahead and finally struck the curb, bounding back into a passing automobile which it struck on the rear bumper. Winters' body was hanging over the edge of the car. A revolver was found on the floor board near his feet.

A block back, lying face down on the pavement where they had been thrown, were the bodies of the young women. The Martin girl had been shot twice in the back. One bullet fired at Miss Stadler entered her body under the right arm and lodged near her heart.

Winters had been casually attentive to Miss Martin for several months, her father said, but he did not believe the two were in love. Winters, according to the girl's father and to his own relatives, had been in poor health for some time. He only recently returned from the west where he had gone in the hope his failing lungs would be benefited.

Mrs. William J. Martin offered the only suggestion as to a possible motive for the shooting of her daughter. She said she believed Winters had killed Margaret because she would not marry him and that in a moment of anger or unbalanced mind also had shot the Stadler girl and then himself.

CHAS. A. LEVINE MOVIE ACTRESS OF ARGUMENT FAME IS HOME IN WEDDING VEIL LEAPS TO DEATH

Plans Trans-Atlantic Air Mail Service at 50c Per Letter.

DISCUSSES JOURNEY

Tells of Flying Plan Over English Channel Alone—Pilot Chamberlain Not in Reception Party.

(Associated Press Leased Wire) NEW YORK, Oct. 17.—Charles A. Levine, the only trans-Atlantic air passenger, came home today. He announced on his arrival that he would fly the reverse journey from Europe to America next summer and that within two years he would have in operation an ocean air mail service carrying letters to Europe for fifty cents apiece.

Levine was taken from the LeVizhan at quarantine on the city tug Macom, which carried the mayor's reception committee headed by Grover Whalen, and relatives and friends of the flier. Clarence Chamberlain, Levine's pilot on his ocean hop, was not on the Macom and no reason for his absence was given.

Levine accorded reporters a lengthy interview on the Macom as it steamed up the bay but friends stopped all questions dealing with arguments in which the air passenger became embroiled during his four and a half months in Europe.

"How about the flight you had with an American on the street in Paris," was the first question of this type. Levine opened his mouth to answer but a friend interrupted.

"There was no truth in that report," he said. "We won't talk about that."

In like manner Levine was asked and prevented from replying to questions about his differences with the French pilot he hired to fly him back to America. He did, however, talk some about the time he "stole" his own plane at Paris and flew it to London. "It was the first time I had ever been in a plane alone," he said with a smile, "and some of the journey was very amusing. When I got over Croixdon airdrome I had to laugh to see them run out the ambulance for me."

The Macom had to wait at quarantine almost an hour before Levine was transferred and during (Continued on page two.)

W. C. T. U. MEET AT SUTHERLIN BEST IN YEARS

Thirty-Second Annual Convention Is Largely Attended.

PROGRAM IS FINE

Mrs. A. C. Marsters Elected President of the Organization—Wonderful Talks Heard.

The thirty-second annual convention of the Douglas County W. C. T. U. held at Sutherlin October 14 was one of the largest and most successful meetings of the county union in recent years. The sessions were held in the Methodist Episcopal church. One of the distinctive features of the convention was the interesting talks made by Miss Maud M. Aldrich, national director of motion pictures department and the department of moral welfare of the Presbyterian church. Miss Aldrich, a woman of pleasing personality and a fluent speaker, had an important message for those attending the sessions.

The morning session opened the convention, devotionals being conducted by Mrs. L. N. Tuffill, who took as a text, "through Faith the Lamb Man, Leaping Up, Walked." Acts, 3rd chapter. The convention was called to order by the county president, Mrs. A. C. Marsters of Roseburg and appointment of committees and reports of the officers followed, the president stating that, with the assistance of Miss Fraser and Mrs. E. T. Sanford, several unions had been reorganized, making nine unions in the county.

The local president's hour was an interesting part of the morning program with the subjects taken up being "The Most Helpful Department" and "Our Greatest Need in the Future." Mrs. L. Dean of Canas Valley gave a brief talk on the former subject and Mrs. D. C. McGehee of Gleggary and Mrs. Tense Busenbark of Roseburg also spoke, the former on Farm Home and Charity and the latter taking up all lines of the W. C. T. U. work in her discourse. Mrs. R. O. Slaton of Sutherlin was a speaker on education and Mrs. Anna Godey of Wilbur spoke on "Work in the Schools is Important." The splendid record of a newly organized union and the enthusiastic outlook for the future was told by Mrs. Edie Payne of Yoncalla.

The election of officers resulted as follows: president, Mrs. A. C. Marsters; vice-president, Mrs. Helen R. Ferguson; corresponding secretary, Mrs. Lillian B. Davis; recording secretary, Mrs. R. A. Busenbark; treasurer, Mrs. V. J. Misenbark. (Continued on page three.)

Denmark Flight Means Much to Them



The attempted flight of Mrs. Frances W. Grayson, Long Island realtor; Brice Goldsborough, navigator, and Wilmer Stultz, pilot, from New York to Denmark, means a great deal to these three women. In the center above, is Mrs. Grayson herself; to the left Mrs. Goldsborough, the navigator's wife, and to the right Mrs. Stultz, wife of the pilot.

STATE DEFICIT AIRED BEFORE TAX COMMITTEE

Gov. Patterson Urges Body to Reports Something of Actual Value.

CARKIN IS CHAIRMAN

Treasurer Kay Declares It Is Duty of Commission to Devise Means of Raising Revenue.

(Associated Press Leased Wire) SALEM, Ore., Oct. 17.—Governor Patterson, in plain words, told the state property tax reduction commission at its first session here today that something of actual value to the state is expected from it. He first mentioned that previous commissions for the same purpose have not produced results.

Further discussion today indicated that state officials and leaders in state affairs are not in entire agreement as to what the duties of the new commission are. John H. Carkin, chairman of the commission, said that the function of the commission is to reduce and equalize taxes. State Treasurer Kay said, among other things, that it is up to the commission to devise means to raise more revenue. Kay and Secretary of State (Continued on page 8.)

CRAZY BUTCHER STRANGLES THE GIRL HE LOVED

(Associated Press Leased Wire) NEW YORK, Oct. 17.—Fear of knives is the reason assigned by a six-foot butcher for strangling the woman he loved. Harry Gilmore was in jail today, having confessed that he killed Mrs. Helen Brandon because she terrorized him by implements of the sort he cut meat with every day.

They had come, he said, from Washington, five weeks ago on the understanding that he would support her in return for her services in keeping house for him. Mrs. Brandon deserting her husband and taking her eight-year-old son, Billy, with her.

But Gilmore told that the woman had not lived up to her bargain, that she had lazily neglected to make his meals, or wake him in time for work, and—last of a long list of indignities—had refused to iron his shirt.

In answer to his remonstrations, Mrs. Brandon usually flourished a knife at him, knowing, said Gilmore, that he had a fear of knives. Mrs. Brandon was known as Mrs. Samuel Young in Washington. Her husband left Washington to take care of the body.

UNMASKED BANDIT ROBS K. FALLS MAN

(Associated Press Leased Wire) PORTLAND, Ore., Oct. 17.—Jack Murphy, employed by the Southern Pacific railroad at Klamath Falls, was held up and robbed of \$20 and an expensive watch by an unmasked, armed bandit at Third and Flanders streets this morning.

Murphy, according to police reports, described the bandit as 35 years old, medium height and wearing a leather coat, light cap and light trousers.

PICK AXES AND BLOW TORCHES BANDITS' TOOLS

Would-Be Thieves Work for 12 Hours on Building Wall.

PLATINUM IS MELTED

Bore Thru Three Feet of Masonry But Torch Does Not Penetrate Safe in Jewelry Store.

(Associated Press Leased Wire) SEATTLE, Oct. 17.—Would-be thieves, who worked with pick axes for more than 12 hours, bored through a side wall of a department store here yesterday and used blow torches to cut through the rear of the vault of an adjoining jewelry store while thousands strolled by on the busy street outside.

Police said that two robbers apparently entered the department store skylight, early in the morning and left a confederate on the street to act as a lookout. The pair began boring through three feet of masonry with pick axes. They laid bare the rear of the heavy steel safe in the jewelry store and they set up two large tanks of oxygen and acetylene to cut a hole, two feet square through the six inch tempered steel casing of the safe.

Early last night they were interrupted by the watchman who was not with the muzzle of an automatic pistol. He was gagged and securely bound behind a counter and the thieves proceeded with their drilling.

The heat of the acetylene torch melted \$20,000 worth of platinum behind the steel walls of the safe. A good two feet from the flame. Efforts to cut through the safe wall failed, however, when the acetylene supply became exhausted.

The attempted robbery was discovered late last night when a merchant patrolman noticed the store watchman's absence from his accustomed beat.

BAD WEATHER SPOILS CHANCES FOR NEW RECORD

(Associated Press Leased Wire) NEW YORK, Oct. 17.—An attempt to establish a new record for low gasoline consumption for airplanes failed today when George Meisner, test pilot for the Fairchild Aviation Corporation, was forced down by heavy rains.

He took off with 107 gallons of gasoline yesterday afternoon and planned to fly until the supply was exhausted. When he landed today there were still several gallons in the tanks and Meisner said there was no need of measuring it as the test was spoiled.

RESIGNATION OF BAN JOHNSON IS ACCEPTED TODAY

(Associated Press Leased Wire) CHICAGO, Oct. 17.—The resignation of Byron Bancroft Johnson, founder and president of the American League for 27 years, was accepted today by the league's board of directors.

Frank Navin, vice president of the league and head of the Detroit club, said he would take charge of the league's affairs until a meeting would be called and Johnson's successor elected.

DAWN FORCED TO DUMP FUEL GET BAD START

Overload Causes Ship to Nose Downward and Nearly Crash.

START TOMORROW

Mrs. Grayson Unable to Get Enough Gas for New Start Today—Made Good Takeoff.

(Associated Press Leased Wire) OLD ORCHARD, Maine, Oct. 17.—Less than a quarter of an hour after the Dawn took off hopefully for Europe today, it was back on the sand as the result of improper balance when she was in the air.

The plane was nose-heavy and Pilot Wilmer Stultz said that it was impossible to keep her up. His navigator, Brice Goldsborough, pulled the wire which dumped 200 gallons, almost a third of the load, into the air where it sprayed back in a great white cloud.

The first word of Mrs. Frances W. Grayson as she stepped from the plane was to Captain Harry M. Jones. "We must have 200 gallons of gasoline at once. We will shift 50 gallons aft to give her a better balance and try it again."

"They still had almost two hours before the tide would block the attempt. Faced by the fact that all of the needed gasoline was not available and that much time was needed to load it, it was decided after a conference that the flight must be postponed from this tide. Since the next low tide tonight will be after dark, tomorrow morning will be the first opportunity for another attempt. The plane was returned to its position high on the beach.

The Sikorsky amphibian had risen easily from the beach after a run of less than a mile. Scarcely had the nose been pointed toward its European goal, however, when it was seen that she was rapidly losing the altitude gained.

The plane was barely 20 feet above the water when the gasoline was dumped, it took less than a minute to ease the plane of the contents of the two tanks which streamlines the motors, just below the upper wing. The ship then climbed as though an anchor had been cast off and was nearly lost to view over the ocean as it sped east past Fronts Neck. Then the cry went up from the hundreds of watchers on the beach: "She is coming back!"

Mrs. Stultz and Mrs. Goldsborough were standing on the sands. Never a word did they say during the critical moments before the gasoline was dumped. Only when the plane was again over the beach did Mrs. Goldsborough exclaim: "Didn't they drop that gas quickly?"

After circling about to the southward, Pilot Stultz brought the Dawn down to a perfect landing and came to a stop in front of the hangar where the plane had awaited its chance for exactly a week.

Navigator Goldsborough said that the plane took the air in 52 seconds. The dumping of the load, which saved the ship, took 40 seconds. Although all three flyers (Continued on page 8.)

DISABLED STEAMER PLACED UNDER TOW

(Associated Press Leased Wire) PORTLAND, Ore., Oct. 17.—The steamer Wallingford, disabled off the coast of Oregon near Cape Arago by the loss of her propeller, Saturday night, was being towed to San Francisco today by the coast guard cutter Cahoka.

The cutter, arriving from Eureka, took charge of the Wallingford, calling a contest of about 24 hours between sea and seamanship.

The Wallingford of the McCormick Steamship company's coastwise fleet, bound from Portland to San Francisco, with a cargo of lumber and with a crew of 28 and the wife of Captain Gus Hill aboard, broke her tail shaft late Saturday. The steamer Cahoka of the same line took the Wallingford in tow but the line broke yesterday. The steamer Willamette then got a line aboard the Wallingford.

Later the Cahoka took the tow and proceeded south.

WHEN THE FLYING FLORIDA FLAPPER FLAPPED HER WINGS



These pictures of Ruth Elder, the flying "Florida Flapper," who set out on the Lindbergh trail across the Atlantic ocean, were taken just before the hop-off at Roosevelt Field, Long Island. To the left she is shown bidding goodbye to Mrs. Virginia Haldeman, wife of the navigator-pilot of the plane American Girl. Below is the take-off of the plane from the runway. To the right Miss Elder is shown in the outfit she wore on the flight—a big ribbon around her hair, a sweater and knickers.