

STRIBLING KNOCKS OUT MONTGOMERY IN SECOND ROUND

(Associated Press Special Wire)
MEMPHIS, Tenn., Jan. 22.—With his 13th knockout recorded at the expense of Billy Montgomery, former Center College football player, W. L. (Young) Stribling today was enroute to New Orleans, scene of his last fight before his battle at Miami February 27 with Jack Sharkey.

Young Stribling last night toyed with the heavy but last Montgomery before he connected with a left hook to the chin that sent the Fort Worth boxer down for the count after less than a minute of fighting in the second round. Stribling floored his opponent for a count of nine a few seconds before the knockout.

Ralph Smith, heavyweight, will be the Georgian's opponent at New Orleans Friday night. Before leaving here, the Macon fighter expressed confidence of an easy victory.

As Stribling, rather manager of the Georgian, said that Stribling would return to Macon after his New Orleans encounter and rest a couple of days before leaving for Miami. He said Young Stribling would leave Macon by airplane January 29.

Results at Eugene
EUGENE, Ore., Jan. 22.—Willard Norton, 149 pounds, Eugene, knocked out Panch "Em" Paul Hunter, same weight, Enterprise, in the eighth round of a scheduled 10-round main event here last night. The knockout followed a fierce

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stagnant, match in which both participants were evenly matched. Louis Sauer, 149, Portland, won a decision over Chuck Borden, 148, in a six-round semi-windup. Jimmy Lee, 139, University of Oregon, won over Young Greb, 141, Portland, by a technical knockout in the second round of a four-round preliminary. Al Cashman, 125, University of Oregon, won a decision over young Doc Snell, 129, Portland, in another four-round preliminary.

Fights Last Night
New York—Tiger Payne, Australia, outpointed George Courtney, Oklahoma (10).
Philadelphia—Harry Pittman, Philadelphia, outpointed Babe Herman, California (10). Vincent Dundee, Baltimore, outpointed Young Ketchell, Chester, Pa. (10). Al Slinger, New York, outpointed Sammy Novia, Philadelphia (10). Newark, N. J.—Max Schmelling, Germany, knocked out Pietro Corri, New York (10).
Buffalo, N. Y.—Jimmy Slattery, Buffalo, knocked out Jimmy Mahoney, Chicago (10).
Oil City, Pa.—Willie Davies, Charleston, Pa., outpointed Marty Good, Philadelphia (10).
Little Rock, Ark.—Joe "Kid" Beck, Kansas City, outpointed Babe Ruth, Louisville (10).
Oklahoma City, Okla.—Babe Hunt, Oklahoma, outpointed Angus Snyder, Dodge City, Kansas (10).
Clausine Vincent, Stillwater, Okla., outpointed Johnny Hollowell, Los Angeles (10).

Portland—Portland Gas & Coke Co. reduces rates to customers, which will mean \$60,000 yearly saving.

ROSEBURG MAN IS BUILDER OF BIGGEST PLANE

Earlcourt Stewart Head Pilot of N. Y. Concern That Built Ship.

TELLS OF FLIGHT

Writes to Mother in This City of Success on First Trip of Air

Most Roseburg people who saw in the news reel at the Antlers theatre Sunday the picture of the biggest airplane ever built in the United States, did not know that one of the designers and builders of the plane was a Roseburg boy, Earlcourt Stewart, son of Mrs. F. A. Stewart of 104 W. Second Avenue North.

Mr. Stewart is now head pilot for the Chapman Skylines, of New York City, and was in charge of the construction of the gigantic plane and was one of the first to fly the big craft.

This plane carries 20 passengers, in addition to two pilots and a mechanic, and is of a new design, in which the fuselage, which contains the cabin, is 12 feet in width and has the same lifting powers incorporated into it as in the 30-foot spread of wings.

The fuselage is usually considered a drag unit, but in the new plane is so designed that it becomes an airfoil with considerable lifting qualities.

The plane in tests has already carried its maximum load and has performed to the entire satisfaction of its designers and builders. It has a fuel capacity of 1,000 gallons and can cruise 2,400 miles at a speed of 115 miles an hour. It is of all-metal construction. The cabin is luxuriously furnished, including running water, kitchen and steward service. There are twelve upholstered swivel chairs before the windows and two center lockers. The walls are soundproof to lessen the din from the two motors, which are mounted side by side in the nose of the plane and are fully enclosed to eliminate drag.

Writes Mother
Mr. Stewart has been writing his mother frequently during the past few months telling of the progress being made on the ship, and in a letter received by her yesterday he says:

"Well, the big plane has had its official flight and everybody was happy. It outflowed everything in the air. There were batteries of movie and cameramen and they took plenty of pictures.

"We flew to Philadelphia Saturday and took up 14 people. Every thing went O. K. and we made the 50 miles in 35 minutes and didn't even open her up.

"It's a great plane and we expect to come west with it soon and then you can see it for yourself. Our next trip will be to Chicago and back."

Was War Flier
Mr. Stewart has had a great deal of experience in aviation. He entered the aviation corps prior to the outbreak of the World war and was so successful that he was made an instructor at Kelly Field when the United States finally entered the war. He made several outstanding suggestions for the improvement of the training service, his ideas being put into practice by the government. He was promoted to the rank of captain before the end of the war, and now holds that rank in the officers' reserve.

He continued in aviation following the war and in 1918 personally appeared before the United States senate with a plan for forming an air mail line, but his suggestion was ridiculed as impractical, but within a few years the senate began to see the feasibility of the plan and the service was organized.

When the first contracts were offered Mr. Stewart was the low bidder, but for political reasons failed to secure the opportunity of inaugurating one of the first government controlled air mail lines.

He recently became connected with the Chapman Skylines, Inc., a firm backed by Paul W. Chapman, New York-Chicago multi-millionaire, and was recently placed in complete charge of that company's flying activities.

Mr. Stewart conceived the plan of a gigantic plane to be operated between Chicago and New York to cater particularly to the needs of business men who demand rapid transportation between the two great centers.

Mr. Chapman, who because of his own business is forced to travel a great deal between the cities, realized the practical side of the plan and gave Mr. Stewart authority to go ahead with the construction of the ship.

Plane Designed
Mr. Stewart secured the services of Vincent J. Burdell, nationally known airplane designer, and together they worked out the plan for the huge ship, almost completely unconventional and original lines. The success of their plan has been definitely proven in the test flights.

Newspaper reports stated that the craft handled with surprising ease, despite its great size, and that the radical departures in design have proven to be remarkable improvements in airplane design. A trip to Chicago, and a later

Follies Career Halted by Cupid



Until a few months ago, Marcine Wells, 21, of Toledo, was one of the glorified girls of the Ziegfeld Follies. But Dan Cupid works upstage occasionally and Miss Watt met Ray Steele, young Ohio Northern University senior from Wheeling, W. Va. The wedding bells will ring as soon as Ray has finished his schooling as a lawyer.

trip to Los Angeles, are planned by the owners of the craft. Mr. Stewart intimates in his letter to his mother that the plane may be brought here.

Mr. Stewart assisted in the test flights of the plane, which, at his suggestion, was piloted by Leigh Wade, one of Mr. Stewart's best friends, and one of the round-the-world fliers.

Mr. Stewart is well known in Roseburg, as he made his home here for a number of years before entering the army service. He has visited frequently since that time and is known to many local people. His father, named away recently and his mother has leased Laurelcrest ranch, where the family formerly resided, and is now living in Roseburg.

ROSEBURG HAS LOW FIRE LOSS FOR YEAR 1928

(Continued from page 1)

paid at the rate of \$1.00 for each alarm attended and \$2.00 for each fire. The volunteers received an average of \$30 each a year, or an average of \$2.50 each a month.)

Expenses:	
Secretary, \$5 a mo.	\$60.00
Radio parts and sup.	14.05
Automatic gas water heater	21.95
Stationery	2.50
Soap	7.10
Newspapers and magazines	21.00
Bedding	23.50
Furniture	32.00
Annual get-together banquet	24.00
Postage and postal cards	6.00
Refrigerator clock	3.00
Beds for hungry member	4.58
Paint and kalsomine	2.50
Carpet cleaner	2.75
Miscellaneous, repair, etc.	10.31
expenses	\$122.75
Total disbursements and deficit	\$ 22.75

As there were 33 fire alarms received during the year 1928, an average of \$11 was paid to volunteer firemen for each alarm. This item was kept at this low figure because of the fact that the fire alarm was blown at only about 50 per cent of the alarms received. When the fire alarm is blown we have a response from an average of 18 volunteer firemen, and what it is not known an average of about three firemen.

JAMES M. FLETCHER, JR., Chief, Roseburg Fire Dept.

FACULTY BLOCKS STUDENT ATTEMPT TO OUST BAGSHAW

(Associated Press Special Wire)

SEATTLE, Jan. 22.—The faculty athletic committee of the University of Washington adjourned a meeting last night after having refused to ratify the student board of control's dismissal of Enoch Bagshaw as head football coach. Dean David Thompson, acting as spokesman for President M. Lyle Spencer, stated this closed the case.

The statement of Dean Thompson, who added he was authorized to say for President Spencer that the faculty committee's decision closed the controversy, was taken to indicate Bagshaw would be retained.

Student leaders in the first to oust Bagshaw were outraged after the faculty committee's meeting as to what extent they would pursue.

A meeting of those opposing retention of Bagshaw was scheduled for this afternoon for a conference between the student board of control and its attorneys. Dean Thompson had been appointed by President Spencer to sit with the other members of the faculty committee in place of Prof. Morris who is in Europe.

AIRWAYS TO BE WELL LIGHTED BY MIDSUMMER

Richfield Neon Beacons to Supplement Government Air Guides.

TO COST TEN MILLION

Oil Company Spending Huge Sum to Erect Stations Along Coast, Border to Border.

Construction of the neon airway beacon by the Richfield Oil company, at the Gilham estate near Winchester, where the company yesterday completed the purchase of a three-acre tract, is expected to start in the very near future, according to Rex Gordon, who represents the various interests involved in the big plan.

There are to be 36 of these "villages" constructed from Mexico to Canada, forming a continuous chain of beacons and service stations along the coast air route, the cost of the project being estimated at ten million dollars. It is expected to have the entire chain finished by the first of August. The beacons are 125 feet high.

At the foot of these towers is clustered a group of buildings, attractively designed to suit the particular locality in which the stations are located. In California the buildings have been of Spanish design. A nationally known firm of architects has been employed to draw the plans for the structures.

These stations are located along the highway and provide complete automobile service in addition to the guide for fliers.

There will be a service station, handling also the usual lines of accessories, a courtesy supply, and a roadside hotel, the latter having about 40 or 50 rooms available for tourists.

These villages, as they are termed by the oil company, are located outside incorporated cities or towns, and are about 50 miles apart.

In California they have been constructed at Livermore, Santa Rosa, Merced, Capitrano Beach, Palm City, Beaumont, Paso Robles, Chualar, Wiltona, Buqueville and Victorville.

The first one in Oregon is on the summit of the Siskiyou, the second at Grants Pass, the next at Roseburg, while the fourth will be built near Cottage Grove. Night fliers will be constantly in sight of one or more of these beacons, as they are visible for a distance of from 50 to 70 miles, while motorists will have handy stopping places available at frequent intervals along the highway.

Night flying between Seattle and Los Angeles is scheduled to start in June. Arrangements have been made by the Pacific Air Transport company to put its mail planes on night schedule at that time, and every possible effort is being made to have the airway lighted by the time the service is inaugurated.

The U. S. department of com-

Illustrated with a neon aviator's guide at the top and a Richfield sign from tip to base.

merce is soon to let the contract for the government beacons to be installed on the section between Portland and Roseburg, while the survey is now being finished between Roseburg and Redding, the final section of the coast route to be lighted.

Roseburg is to have two government beacons. One will be located on the summit of Mt. Nebo and will be visible for a greater distance than any other beacon of its size on the coast. Because of its elevation and location it can be seen in every direction as far as the limitations of the eye will permit, as it will be absolutely unobstructed. It will be of the revolving type, with two million candle-power illumination, and having a follower beam that will serve as a location guide to the flier. There is also to be a smaller beacon located at the airport.

With the beacons provided by the government and the Richfield Oil company, the air route through Roseburg will be exceptionally well marked. The next step will be the lighting of the local airport. Boundary and flood lights are necessary to enable planes to land at night, and the local commission plans to arrange for the lighting of the field just as soon as the bonds are sold and the money provided.

Nothing you can do will as effectively protect you against Cold, Flu, Cough or Sore throat as keeping your organs of digestion and elimination active and your system free from poisonous accumulations.

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POSTAL COMPANY MANAGER GOING TO KLAMATH FALLS

Lem Learn, telegraph operator, who for the past three months has been visiting relatives at Looking-glass, has accepted a position as manager of the local office of the Postal Telegraph company and is taking over his new duties immediately, succeeding A. D. Gabriel, who is taking a position with the Interstate Telephone and Telegraph company at Klamath Falls. Mr. Gabriel came to Roseburg in November following the death of M. Fieble, Mr. Learn, the new manager, was formerly located at Kingman, Arizona.

CARD OF THANKS

We wish to thank all those who aided us by buying tickets to the matinee and by donating toward the fund to help the high school girl. We are especially grateful to Mr. Gross and the Business & Professional Women.

IMPORTANT SIDELINE

Father: Well, I don't have to worry any longer about how I'm going to get the money to send my boy to college.

Friend: Why not?

Father: He has made the all-state high school football team—Life.

HAVE YOUR CHOICE

With a view to learning the art of boxing a young man went to a "professor." A few moments after they had begun the first lesson the instructor floored his pupil with a neat half-hook.

"I say," spluttered the youth, as he struggled to rise, "is it necessary to knock me down like this?"

"Hess your heart, no, sir," grinned the old pugilist. "Stand up and I'll show you a dozen other ways."—Weekly Scotsman.

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Only one pen sold to a customer.
You must have a coupon to get a pen.

CUT THIS OUT

She Pays Husband's Former Wife



Mme. Irene Pavloska, prima donna of the Chicago Civic Opera Company, has guaranteed \$45 a week alimony to be granted Mrs. Edna Mesirov, divorced wife of Dr. Maurice Mesirov, who is now Pavloska's husband. Pavloska and Mesirov were married just 24 hours after the doctor's divorce from Edna Mesirov became effective.

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