

RIVAL PLANES RACE OVER ATLANTIC

Clifford Shinn Drowns In Umpqua River

BOY, UNABLE TO SWIM, GOES OVER HIS HEAD

First Local Drowning Of Season Occurs Near Foot Of Temple St.

Other Youths Call Aid But Resuscitation Efforts Of Three Doctors Are Unavailing.

MRS. AUSTIN GREEN KILLED BY MOTOR CAR AT DILLARD

WILL SETTLE CONTENTION

OREGON LIFE NOW MUTUAL COMPANY

FLORIDA BANK, 40 YEARS OLD, CLOSED

KING OF BELGIANS ROBBED AT RESORT

FLAUNTING CAR FATAL TO WOMAN

TWO SLAIN IN ROW OVER BARTENDER

MURDER SUSPECT CLAIMS "DOUBLE"

MAN'S BURNED BODY FOUND IN FURNACE

TENOR INJURED IN PROGRESS OF PLAY

RIDDLE MAN SENT TO STATE PRISON FOR WELDING GUN

MONEY POURING IN FOR OREGON U. INFIRMARY

Rancher Bars Railroad Spur And Triumphs

HOOVER-FREW FEUD FINALLY REACHES COURT

Street Commissioner Files Suit Against City and Two Officials to Collect Wage.

Refusal of Treasurer to Cash Warrant Lacking Mayor's Name Is Action Basis.

FOULED TAIL GROUP KEPT REINHART AND MENDELL FROM REALIZING HOPE TO PUT RECORD TIME AT 300 HOURS

MOTOR, STILL IN EXCELLENT SHAPE, COULD HAVE CONTINUED AIR DUEL INDEFINITELY—ORDEAL LEAVES AVIATORS ONLY SLIGHTLY WEAK; PRESENTED WITH AIRPLANE AND MONEY AS REWARDS FOR GREAT FEAT.

FRANK J. MILLER SUCCEEDS BEAN ON STATE COMMISSION

SOCIETY GIRL HITS AND RUNS IN AUTO: DECLARED DRUNK

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They're Racing French Aviators To United States

POLES VERSUS FRENCHMEN IN DASH FOR U. S.

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SALEM, Ore., July 13.—Mrs. Henry Mehl, 29, was killed near Dallas Friday afternoon when her automobile stalled on a grade and overturned when she attempted to start it into a bank. She was on her way to pick berries when the accident occurred. Two daughters and a woman friend, passengers in the machine, were not injured.

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CLAMATH FALLS, Ore., July 13.—Frank Stiles, Stain lake rancher, defied two railroads for five hours yesterday and finally won his point.

The O. C. & E. railroad, jointly owned by the Great Northern and Southern Pacific, had maintained a spur line across Stiles' property for years. Yesterday a locomotive was sent out on the spur to tear up the line and remove the rails.

The engine puffed out to the end of the spur and a short time later started to back out. But it stopped suddenly. Stiles had driven his automobile across the rails.

"Now," he said, "you can either run over my automobile or you can pay me rent for the use of my property all these years."

Pleading and arguments by rail officials were of no avail. The district attorney was consulted, but he refused to take part in the controversy and pointed out that the spur was on Stiles' property and that he was free to drive his car wherever he wanted on his own land.

Hours passed and the locomotive remained.

But as day closed, there came an order from the head office to pay Stiles. Triumphantly the determined rancher removed his machine and went away.

CLIMAXING A SIX MONTHS' FEUD between Mayor E. V. Hoover and George Frew, street superintendent, or commissioner, a complaint was filed in the circuit court today by Frew as the head of the street department to secure a declaratory judgment in the matter of salary warrants. Frew, who has held office since the first of the year with the consent of the council and in opposition from the mayor, has been paid his monthly salary by city warrant, issued by the recorder, but without the endorsement of Hoover. Opinion is divided as to whether a warrant lacking the mayor's signature is valid and the suit is for the purpose of having these warrants declared legal.

Frew, who had served as street commissioner or superintendent, under Mayor Houck, retained his position when the new administration was seated. His right to the office has been in contest since the first of the year, the mayor contending that the office ended when the term of the old council expired, while the present council held that Frew's office could not be declared vacant without council consent. The mayor wanted to discharge Frew and the council objected. While the executive and council have fought Frew has remained on the job.

As the office of street commissioner is an appointive office, the council, by resolution, employed Frew as street superintendent, leaving the office of commissioner, according to their procedure, vacant, refusing to ratify any appointment of a commissioner. The mayor has claimed that his action is merely a subterfuge and that the council has exceeded its authority, and that Frew is actually attempting to hold the office of commissioner.

The action brought by Mr. Frew is expected to settle the contention between the mayor and council, and determine the legal status surrounding the office which he now fills.

The complaint is filed against the City of Roseburg, as a municipality. (Continued on page 5)

PORTLAND, Ore., July 13.—C. F. Adams, president of the Oregon Life Insurance company, issued a statement today in which he announced that policy holders had voted to mutualize the company.

"The action taken at the meeting of stockholders," the announcement read, "will make Oregon Life the only mutual life insurance company west of the Rocky mountains. The company's capital stock of \$1,000,000 will be retired at par."

The Oregon Life Insurance company was founded in 1906 by the late L. Samuel and statements have shown the company made substantial gains.

PORTLAND, Ore., July 13.—Kling Albert was robbed of his gold watch, a pocketbook containing 500 francs and a gold penknife while having an enjoyable swim in the sea at Marjakerke and today returned to Brussels anything but pleased about it.

The king did not conceal his ill humor at the robbery and the fact that Belgium's first sea resort did not enjoy better supervisory service, while the Ostend authorities have hastened to offer apologies.

CHICAGO, July 13.—The body of Theodore Hammel, 50, was found last night in a furnace, burned beyond recognition.

Police today were unable to determine whether it was murder or suicide.

Hammel's wrists had been bound loosely together with telephone wire and his body wrapped in burlap, which had been soaked with kerosene.

Police learned that Hammel recently had experienced financial difficulties and that the vacant building was mortgaged for \$26,000.

As the nurse ship took the air and gained its position over the endurance biplane, the Angeleno, with tail group wobbling badly, slipped away and landed sharply before the 5,000 persons who were watching the refueling attempt, were aware that the hardy adventurers had come to the end of their journey.

The world's endurance record for airplanes, so recently set by Byron K. Newcomb and Roy L. Mitchell of Cleveland, at 174 hours 59 seconds, had been eclipsed by 72 hours 28 minutes 3 seconds.

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"The controls seemed to be jammed," Mendell explained as he climbed from the plane. "For the sake of the record, I thought we

Debris which collected on the stabilizer of their plane, coupled with a blow from the hatch cover which was torn from the cabin of the Angeleno, all but forced the endurance craft out of control, abruptly ending its unprecedented flight before either pilots or motor had given any indication of quitting.

As the pair climbed stiffly out of their plane, a haggard sort of smile on their beaksharpened, oil splattered faces, their lips spoke praises for the motor which would not quit and protested the turn of fate that had declined them the opportunity to test their prowess in the fight to the finish with the second-hand power unit.

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